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WELCOME

To Europe's best motor boat magazine

Okay, I admit it, I am slightly obsessed with Donald Campbell so I apologise now for inflicting another story on you about one of his world water speed record attempts (page 70). My excuse is that this time we're not looking at the infamous 1967 crash on Coniston Water but the lesser known attempt to break both land and water speed records in the same calendar year.

As was so often the case with Campbell it all came down to a final do or die run on the last day of the year. I'll leave it to the author of the article, James Nicholls, to tell you how it ended - having schlepped half way across Australia to interview one of the few surviving witnesses, he's earned the right.

The other reason for revisiting this story now is that it looks like Britain may soon have a new water speed record holder. Eight times world powerboat champion Steve Curtis is planning an assault on the water speed record for propeller driven craft in a highly modified version of his *Spirit of Qatar* raceboat (page 12). Admittedly, it's not the outright speed record, but any boat that uses a pair of 3,800hp helicopter engines to top 250mph sounds reasonably exciting to me.

In fact, even the outright record of 317mph may soon be under threat. Set by Australian Ken Warby in November 1978, it has stood unbroken for the past 36 years but at the last count there were six teams working on a potential record breaker, including two from Great Britain and one each from the US, Australia, New Zealand and Belgium. Bring it on!

One final plea. Tucked into this issue is a questionnaire asking what you do and don't like about *Motor Boat & Yachting*. We use your answers to help shape the direction of the mag so please take a few minutes to fill it in, or do it online at www.mby.com/survey. One of you will win an Apple Watch Sport for your trouble.

Hugo Andreae

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SEE PAGE 74



"Any boat that uses a pair of 3,800hp helicopter engines to top 250mph sounds reasonably exciting"

THE BEST VIDEOS WITH THIS ISSUE



JEANNEAU LEADER 36

A choppy sea and bright sun make the ideal test conditions for our sea trial. See how it copes and check out that clever sliding cabin partition.



mby.com/je36



MONTE CARLO 6

Take a look at those ingenious sunpads emerging from the foredeck at the touch of a button and all the other key features of this clever new 60-footer.



mby.com/moc6



SHEARWATER 890S

A genuine 50-knot top speed and superyacht chase boat looks make this an exhilarating drive, as Hugo finds out during an extensive Solent sea trial.



mby.com/890s

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BEST OF THE WEST

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BIG PICTURE

The image that really rocked our boat this month



Sheer bliss

Shearwater's new 890S cuts through a glassy Solent

Photo: Ben Wood Water so still you can see your own reflection in it, early morning sunlight sparkling off the brightwork of a brand new 8.9m RIB and the sound of a supercharged 300hp Mercury Verado splitting the air – life doesn't get much better than this, as editor Hugo found out when testing Bembridge Marine's latest Shearwater 890S (see page 16).





A rendering showing the open cockpit of the AM37



Aston Martin for the sea

British sportscar brand teams up with Dutch naval architects to launch 37-footer

If driving an Aston Martin on land isn't enough for you, you'll soon be able to drive one on water too as the British supercar manufacturer has unveiled plans for its first ever boat – a 37ft high-performance cruiser.

The company agreed to the project after being approached by classic Aston Martin owner and keen boating enthusiast Louis Paul Steinberg.

He has since set up a new company, Quintessence Yachts, to build the boat, and drafted in Dutch naval architects Mulder Design to work with Aston Martin's own designers on the development of the AM37.

And unlike some of the more fanciful collaborations between car brands and boatbuilders, this one looks likely to bear fruit with the first AM37 due to make its on-water debut at the Monaco Yacht Show in September.

Mariella Mengozzi, CEO at Quintessence Yachts, said: "The Aston Martin design department has been working seamlessly with the Quintessence R&D unit and naval architect Mulder Design in Amsterdam to achieve true design purity."

Petrolheads may be disappointed to learn that the AM37 will not use Aston Martin car engines, although

it has not ruled out marinising one of its V8s in future. In the meantime, the AM37 will be powered by twin Mercury petrol or diesel engines, ranging in power from 370hp to 662hp – the latter with a claimed top speed of more than 60 knots. However, the first hull will come fitted with twin 570hp petrols for a top speed of 50 knots.

A vacuum-infused composite hull with a lightweight carbon-fibre superstructure should deliver the handling and strength to match the racy performance claims.

Marek Reichman, design director at Aston Martin, told *MBY*: "There is something missing in the world of yachts, which is that emotional connection to a depth of heritage outside of where boats are currently.

The automotive industry has

influenced yachts, but also vice versa. They are both dynamic sculptures – you are effectively translating tarmac for waves."

Aston Martin signature flourishes include the iconic winged emblem on the transom and a rear diffuser as well as previewing a number of design features from future car models.

"The rear of the boat is the most recognisable connection with Aston Martin," Marek continues. "It takes inspiration from Aston Martin models that the world hasn't seen yet."

The main deck layout will feature twin helm seats ahead of a U-shaped cockpit seating area. Other premium features include a voice-activated navigation and entertainment system.

Below decks, the AM37 will get a compact heads, galley and a

convertible U-shaped saloon that can turn into a double berth, a spokesperson for Mulder Design told *MBY*.

Quintessence Yachts will be building the AM37 in Southampton, under the supervision of production director Ben Collett, whose previous credits include Discovery Yachts.

Aston Martin is arguably best known for providing cars for some of the most popular James Bond movies, and although the AM37 will not be ready in time to feature in *Spectre*, Aston Martin refused to rule out a future marine appearance in a 007 adventure.

The company also confirmed that the Blue Coast Yachts catamaran by Coste Design and Aston Martin is still in progress and stressed this is a completely separate project.



Working on design sketches for the new sportsboat

DOUBLE DUTCH

Mulder Design and De Vries back Quintessence project

The name Quintessence Yachts is unlikely to ring any bells, as the AM37 is this fledgling company's first build.

However, the list of names involved adds serious weight to this project, with Feadship director Henk de Vries chairing the firm's supervisory board.

What's more, the connection to Mulder Design is highly encouraging, as the Dutch firm has worked on over 600 successful projects in the past 35 years, including the Elling E4 and the Van Dutch 40.

With such big names from the marine industry on board, hopes are high for the AM37.

UK NEWS

Brixham death

Police claim bouyancy aid trapped teen **P10**



WORLD NEWS

Need for speed

Steve Curtis targets water speed record **P12**



THE TRUTH ABOUT:

ISIS in the Med

Are yacht owners at risk of terrorist attacks? **P14**



High-speed Solent crash

Sea trial crash injures four

A 110mph Vector prototype was involved in a dramatic crash on Southampton Water last month. The high performance craft was on an early morning sea trial when it suddenly flipped and the ensuing roll sent it crashing roof first into a cardinal marker.

Four of Vector's engineering team were on board at the time, including company director and chief test driver Peter Dredge and his son Simon.

Three of the men managed to swim out through the escape hatch of the upturned boat before realising Simon Dredge was still strapped inside. Peter then dived back in to rescue his son.

All four crew members were taken to hospital but three were swiftly discharged. At the time of going to press Simon Dredge was still under observation after suffering a suspected head injury.

The boat is thought to have been travelling at around 65mph when the accident happened at the south cardinal marker close to Warsash Maritime Academy.

The Lee-on-Solent Coastguard helicopter and two Calshot lifeboats were sent to the scene at around 0830. Mark Weatherhead, helmsman at RNLI Calshot, said: "A nearby workboat had managed to pull all four occupants from the water. RNLI crewmembers, including a paramedic, went aboard the workboat to treat all four people."

The South Central Ambulance Service initially released a statement claiming that one of the men involved



The Vector V40 flips before crashing into a cardinal marker and landing upside down

was in a "life-threatening condition". However, Vector CEO Malcolm Crease allayed fears by telling *MBY*: "Simon Dredge is in a stable condition and improving steadily."

The vessel involved was a Vector V40 with a new configuration being tested for a client, not the liveried Vector Martini race boat. Engineers suspect that a mechanical failure may have caused the boat to flip into the cardinal marker.

"It was slowing down on its final approach, with Peter Dredge at the

helm, one of the safest pairs of hands in the sport, so I'm sensing a technical failure of some kind," Crease said.

The capsized boat was towed to Hamble Point Marina for further investigation. The incident will now be referred to the Marine Accident Investigation Branch for a full report.

Vector is best known for its tie-up with Martini Racing, taking VIPs for rides at last year's Monaco Grand Prix and later going on to win the 2014 Cowes-Torquay-Cowes race with Peter Dredge at the helm.

Avon RIBs at risk

Parent company starts insolvency proceedings

The future of the much-loved Avon and Zodiac RIB brands is under threat after parent company Z Marine was declared insolvent.

The French manufacturer was named in insolvency proceedings at the Commercial Tribunal of Nanterre, in April. It is understood that receivership proceedings have begun, as the company enters a six-month

period of official observation.

Investment fund OpenGate Capital currently owns Z Marine and last year laid off 500 workers.

Production was also relocated to Tunisia, following the closure of Z Marine's facilities in Rochefort and Saint Jean d'Ilac. Launched in 1969, the Avon Searider is believed to be the world's first commercial RIB.



Is this the end of the road for Avon's range of RIBs and tenders?

FULLTANK



BURTON WATERS TEAMS UP WITH FAIRLINE BOATS

Burton Waters has been named as the new East Coast dealer for Fairline Boats. The brokerage has offices in Lincoln and Ipswich, and the latter is shared with Fairline's Technical Centre. The agreement comes after Burton Waters' three-year new boats deal with Princess Motor Yacht Sales came to an end.



GLIDER PROTOTYPE IN BUILD

Glider Yachts has announced that construction has begun on its first prototype, after funding was secured from a consortium of private investors. This radical multihull cruiser is due to be launched at the Monaco Yacht Show. Built by Burgess Marine as part of a £100m deal, the Glider SS18 will be capable of 60 knots.

EMPTYTANK



POWERBOAT RACER FLIPS OUT

New Zealand powerboat racer Warwick Lupton flipped his hydroplane at 186mph



while racing on Lake Dunston. The 55-year-old was in first place when a freak wave sent him airborne, handing the title to rival Raymond Hart. He has since admitted he was lucky to emerge unscathed from the crash. See the video at www.mby.com/lupton.

JAIL FOR ABANDONING SHIP

South Korean ferry captain Lee Joon-seok has been sentenced to ten years in jail for homicide after abandoning a sinking ship. Passenger ferry MV Sewol was loaded to almost twice its maximum capacity when it capsized off the coast of Jindo on April 16, 2014, killing 295 people.



Back to school for RNLI

Student team to set new design specifications for next generation Severn-class lifeboats

The road towards the next generation of RNLI lifeboats will start at Newcastle University, after the charity announced a four-year development programme based in the North East.

Students from the university's School of Marine Science and Technology will be using computer models, small scale experiments and full-size trials, both in the lab and at sea, to analyse lifeboat design. The team hopes to improve on

three key areas: speed, safety, and efficiency. Lloyds' Register will be acting as a third-party adviser, helping to peer review the new guidelines for lifeboat design.

Federico Prini (pictured below, left), research associate at Newcastle University, said: "The RNLI's lifeboats can be subjected to frequent and significant slamming as the boat crashes against the waves. Measuring these forces and the resulting impact

on the vessel is crucial in order to design a craft that is capable of withstanding the loads experienced during rescue operations."

The resultant design will be used to update the Severn class of lifeboats, the most recent of which was launched in 2005. Measuring in at 17m (55ft 9in) a Severn lifeboat costs around £2 million to build, and 44 of the 46 launched since 1992 are still in service.

Newcastle University students will be using the latest technology to measure the impact of forces on a lifeboat



J Class set for Solent festival

See classic yachts in action

British-based motor boat owners are set to enjoy one of the world's great yachting spectacles this summer when four of the seven surviving J Class yachts converge on the Solent to take part in The Royal Yacht Squadron's bicentenary celebrations.

Velsheda, *Lionheart*, *Rainbow* and *Ranger* are all due to compete in the seven-day regatta, which runs from July 25-31. Originally designed to contest the America's Cup in the 1920s and 30s, they are still considered by many to be the most beautiful yachts ever built.

More than 60 classic yachts will be joining the regatta fleet, including *Mariquita* – one of the best known William Fife designs, which was built in 1911 and restored in 2003. At the other end of the scale is *Spectre*, a recently completed 60ft day racer.



Four J-Class yachts will race in the Solent in July

THE MONTH IN NUMBERS

7,500 litres

The amount of One Water drinking water MDL Marinas bought as gifts for its berth-holders. All proceeds from the 1.5-litre bottles will go towards saving lives in Africa.

15,000

The number of people who visited last month's inaugural Poole Harbour Boat Show. The estimated total is almost 50% above what the organisers had expected.

58

The number of search and rescue helicopter callouts to leisure vessels in UK waters last year, according to the latest data released by the Coastguard.

Bed & Boat hotel offer

Guests at Longueville Manor hotel can now charter a Princess 42

Forget the usual bed and breakfast deal, five-star Jersey hotel Longueville Manor is offering guests a bed and boat service after launching its own Princess 42 charter.

Fizz Too (pictured below) has been made available as an exclusive charter option for guests until October 31.

See the best of Jersey from on board the hotel's Princess 42



The new service was announced at last month's Barclays Wealth Jersey Boat Show (May 2-4), which saw 40,000 showgoers visit across the three-day event. *Fizz Too* can accommodate up to eight guests and comes with an RYA qualified commercial skipper, lifejackets,

steward service and choice of wine and food options from executive chef Andrew Baird.

Daily itineraries include a short hop over to the French mainland, a picnic on Sark, dolphin spotting at Les Minquiers, or snorkelling at some of Jersey's offshore reefs.

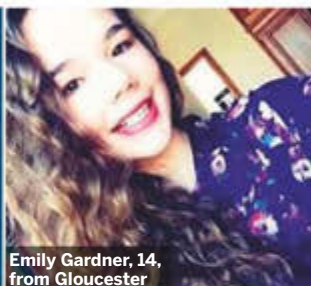
Malcolm Lewis, proprietor at Longueville Manor, said: "I believe we are the first Channel Island hotel to offer our own private luxury yacht service. It's strictly for our hotel guests and we believe it sits perfectly within our luxury proposition."

Prices start at £1,200 for a half day during the week, rising to £2,000 for a full day on weekends or Bank Holidays. Half day bookings are limited to four hours on board with two engine hours, while full-day bookings include eight hours on board and four engine hours.

Killed by her lifejacket?

Police believe a buoyancy aid trapped a 14-year-old girl under a capsized boat

RNLI Torbay rushed to the accident scene in Brixham



Emily Gardner, 14, from Gloucester

to free her, but she remained trapped until the crew from RNLI Torbay arrived on the scene.

After reaching the shore in a critical condition, Emily was transferred to Torbay Hospital, where she was pronounced dead.

All of the boat's other passengers were discharged with minor injuries. The police statement added that there were no suspicious circumstances and that they are treating this as a "tragic accident".

The Maritime Accident Investigation Branch will now look into the causes, including the speed the 16ft boat was travelling at when it capsized and how Emily's buoyancy aid became stuck.

Detective Sergeant Andy Turner, deputy senior investigating officer, based in Torquay, said: "Our thoughts are with the family and friends who are affected by this tragic incident. We are keen to speak to any witnesses who have not already come forward."

As a mark of respect for Emily's family, a minute's silence was observed at the Brixham Pirate Festival on Sunday May 3. Festival chairman Adrian Measures said that it was "the least we could do".

Police investigating a sportsboat accident in Brixham over the early May Bank Holiday weekend believe that a buoyancy aid may have trapped 14-year-old Emily Gardner.

The teenager from Gloucester was on holiday with a friend's family when she took to the water with a 50-year-old man, who is believed to be the skipper, and two 15-year-old girls.

Their vessel hit a freak wave and capsized near Brixham breakwater at 1145 on Saturday May 2, trapping

Emily and throwing the other three passengers out of the boat.

A statement from Devon and Cornwall Police read: "It appears that Emily became trapped due to her buoyancy aid getting caught on part of the boat."

Nearby PWC riders attempted

"It appears that Emily became trapped due to her buoyancy aid getting caught on part of the boat"

TOPDEALS

Approved dealers across the country are offering up to £600 cashback on **HONDA OUTBOARDS** bought before the end of July. The deal ranges from the BF2.3hp unit to the BF60hp model.

BRP has announced a new range of **SEA-DOO**

finance options, meaning PWC buyers can opt to split their payment over a two, three or four-year period, provided they put up a minimum deposit of 20%. This offer is available until June 30.



TOPEVENTS

June kicks off with the inaugural **NORTHERN BOAT SHOW**, which will take place at Albert Docks, Liverpool from June 5-7, including the likes of Bénétteau and Bavaria. The racing season heats up on June 27-28, when **THUNDERCAT RACING** descends on Southsea. Just across the Solent at Cowes, the **ROUND THE ISLAND RACE** takes place on the same weekend. Looking ahead to July, the **BELFAST TALL SHIPS FESTIVAL** (pictured below) will see around 80 historic vessels go on display in the Northern Irish capital from July 2-5.



Photo: QUIKSILVER

WHAT WERE THEY THINKING?

TOKYO: Japanese designers at Quiksilver have created a business suit made of neoprene which lets you go straight from the beach to the boardroom

Liferaft challenge begins

Follow Wayne Ingram's charity bid on MBY.com

Charity fundraiser Wayne Ingram is attempting to spend seven days and nights on a liferaft in Portland Harbour.

At the time of going to press, Wayne was half-way through his seven-day

stint afloat in Portland Harbour, but you can keep up with his progress on MBY.com, where we will be posting regular updates.

Wayne aims to raise £20,000 for Great Ormond Street Hospital by surviving on three ration packs and a one-litre bottle of drinking water. He hopes to catch fish using a basic liferaft survival fishing kit and make drinking water using a solar still and a manual osmosis pump.

We will be publishing Wayne's first hand experiences of living on the liferaft in a future issue of MBY.



Wayne intends to spend 168 hours afloat



Spirit of Qatar in 2014 at Lake of the Ozarks

Curtis goes for 250mph

Steve Curtis hopes to set the undisputed water speed record over a measure mile

Legendary British powerboat racer Steve Curtis is hoping to smash the world water speed record for propeller driven craft later this year.

The eight times Class 1 world champion will attempt the record alongside regular co-driver Sheikh Hassan bin Jabor Al Thani in a heavily

modified version of their *Spirit of Qatar* race boat. By replacing the standard 900hp Lamborghini V12 race engines with a pair of 3,800hp

gas turbine helicopter engines, the pair hope to set a new world record in excess of 250mph.

The current record of 229.9mph

was set by Dale Ishimaru in 2006 using a much smaller, lighter hydroplane called *Problem Child*.

Curtis hopes to use the greater size and power of his 44ft

offshore catamaran to push the record beyond 250mph.

To qualify as a new world record he will need to maintain this average

speed over a measured kilometre and repeat the feat in the opposite direction within one hour.

The boat has already been put through its paces at last year's Lake of the Ozarks speed meeting when it topped 244mph, but maintaining that speed safely over the required distance will be a big challenge.

"I've always wanted to take that record and I know the boat is capable of it," confided Curtis to *MBY* editor Hugo Andreae. "But taking it safely requires lots of testing to ensure we can build up to it slowly."

"I've always wanted to take that record and I know the boat is capable of it"



Alan Priddy at a Team Britannia event

TV deal for RTW attempt

Global race to get series

A £2.9m round-the-world powerboat attempt due to start later this year will be filmed by the Discovery Channel, it has been announced.

Team Britannia, led by Alan Priddy, is hoping to break the world record for fastest circumnavigation of the globe by powerboat. And now it has been confirmed that their exploits will be filmed by Lime Pictures for a ten-part series due to be broadcast on the Discovery Channel.

Alan, pictured above, said: "Securing this TV deal shows the potential of the project and how everyone involved is pushing the boundaries of science and engineering. We have an incredible story to tell, including the knocks."

In an 80ft aluminium monohull that will set off from Gibraltar in November, Team Britannia hopes to knock ten days off Pete Bethune's 60-day record.

IT COULD ONLY HAPPEN IN... THE UK

GIANT WELLIES INVADE

Enormous yellow Wellington boots appeared on streets across the UK last month, as part of the RNLI's annual Mayday fundraising campaign. The lifeboat charity installed these 8ft tall statues at locations in London, Cardiff and Edinburgh to draw attention to the work done by its volunteers, who wear the yellow boots while saving lives at sea. The RNLI relies solely on public donations to operate.



Sanlorenzo signs ex-BMW design guru

10-year tie-up explained

Chris Bangle, former design chief at BMW, MINI and Rolls-Royce, will be collaborating with Sanlorenzo in a new partnership.

Bangle is best known for his controversial transformation of BMW's range which, up until his tenure, was renowned for its safe, conservative styling. Customers and the automotive press alike looked on in shock as Bangle introduced hard angles and so called "flame surfacing" to BMW's stalwart models such as the 5 and 7 Series saloons. At the time his 7 Series design was even named among the 50 Worst Cars of All Time by *Time* magazine thanks to its rear-end styling.

Yet that 7 Series went on to be the most successful version of the model that BMW has ever produced and the opinion-dividing 5 Series design (also the most successful of its breed) is



Sanlorenzo is set to get the BMW treatment

becoming one of the modern automotive style icons, looking as fresh today as it did when it rolled out of the factory in 2003.

This new partnership with Sanlorenzo will see Bangle and his Chris Bangle Associates team, based

in Turin, working on the next generation of yachts to come out of the Rapallo yard.

The combination of a big name designer like Bangle and a brave, forward-thinking yard such as Sanlorenzo is an enticing prospect.

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The truth about ISIS in the Med

Could the Islamic terrorist group really start attacking leisure craft in the Med?

What's the fuss about?

Earlier this year, *The Sunday Times* published an article titled 'Yachties at risk as ISIS takes to the sea', which suggested that superyacht owners could be targets for the Islamic terrorist organisation.

The article carried quotes from Rear Admiral Chris Parry who claimed: "Yachting is going to be under threat. If I were the likes of the super-rich I would be getting a bit concerned about my physical security." He added that ISIS terrorists would be better equipped than Somali pirates, with "surface-to-air missiles" and an "endless supply" of fighters.

Could this actually happen?

Keen to find out the truth behind these claims, global yachting association MYBA commissioned marine intelligence firm Dryad Maritime to look into this possibility of an ISIS attack. A 12-page report on the matter was subsequently published and comprehensively played down the likelihood of an attack in the near future.

Dryad Maritime rates the risk level for the shipping industry as 'low' and adds that the chances of a future ISIS attack on a superyacht are 'very low'. Its reasons include a lack of maritime infrastructure or training within ISIS, and the distraction of its ongoing land campaign in Libya, which appears to be the main priority.

Furthermore, there have been no ISIS threats that specifically mention superyachts, although a general threat to shipping in the Mediterranean has been included in ISIS propaganda.

Dryad Maritime's analysis of the Global Terrorism Database shows that only 199 of the 98,000 terrorist attacks recorded in the past 40 years have been on marine targets, and a large proportion of these related to the Tamil



Photo: John Boyle

Could patrols like this anti-piracy operation off Somalia be needed to stop an ISIS attack in the Med?

"There is an unhelpful and inaccurate picture of concern building in the Mediterranean"

Tigers uprising in Sri Lanka, which was effectively ended in 2009.

The scarcity of such violent attacks, whether in the name of terrorism or piracy, is backed up by data from Pantaenius. The firm has had numerous enquiries for anti-piracy protection and yet none of its 65,000 policyholders has made a claim to date.

Even if ISIS forces were to gain a foothold in Libya and turn their attention to the Mediterranean, the numerous counter-terrorist groups overseeing this area would likely prove a huge deterrent to any potential raids on private vessels. European border agency Frontex has seven vessels and five planes operating off the coast of Libya, the report adds.

Ian Millen, chief operating officer at Dryad Maritime, said: "There is an

unhelpful and inaccurate picture of concern building in the Mediterranean with regard to threats to shipping. Whilst there is no doubt that certain port and inshore areas should be avoided, for example in Libya and Syria, the narrative that the Med is about to fall prey to a wave of terrorists engaged in maritime attacks is not one that is underpinned by hard evidence."

Where is at risk?

While the Mediterranean remains well guarded against violent attacks, boat owners looking to venture further abroad should pick their cruising grounds carefully.

In October last year, maritime security firm Marine Armor System reported that Nigeria, Indonesia and Malaysia are seeing an increase in


violent attacks, in addition to the usual hotspots of Somalia, the Suez Canal and the Gulf of Aden.

By contrast, Dryad Maritime ranks the risk of a terrorist act in the Med as "no greater than that to be expected in New York City, Paris or London".

Nonetheless, the Dryad report still advises skippers to stay more than 75nm off the coast of Libya and avoid crossing the main migrant route between the Libyan coastline and the Italian island of Lampedusa, due to "the sheer numbers of desperate migrants that could overwhelm a small craft in the course of a rescue at sea".

What's the best defence against attacks?

Non-lethal measures include laser deterrents to dazzle attackers or Glycol mist to disorientate them. For those looking to go one step further, Marine Armour System specialises in bulletproof blinds that can be fitted to superyachts and megayachts. Numerous private security firms, such as MIRIS International, offer bespoke solutions for superyacht owners. These can range from crew training to ship escorts on particularly dangerous passages. Some firms will even carry out a full security review of your yacht during the build process, which will often result in the installation of a citadel or panic room.

It is not uncommon for boat owners crossing threatened areas to hire armed guards to safeguard against violent attacks. Keith Simpson from private security firm Ironside Associates explains that guns are often seen as a necessary deterrent: "Some people don't like the idea of carrying guns, but it's not about shooting, it's about prevention. If [attackers] see armed personnel who are taking aggressive stances and wearing body armour they will withdraw." 

LIFE IS FULL OF COLORFUL CHOICES...

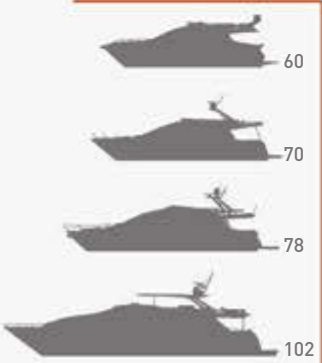


Model featured: 70 Flybridge

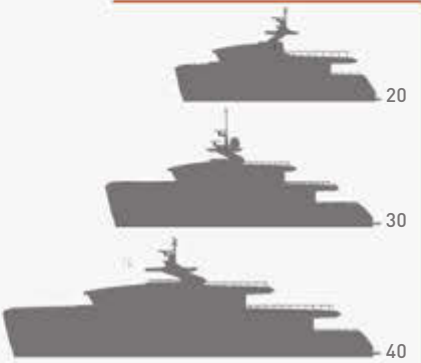
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SHEARWATER 890S

The looks of a superyacht chase boat in a family-friendly RIB – what's not to like?

Words: **Hugo Andreae** Photos: **Ben Wood**



The new 890 is available with inboard or outboard power and open or cuddy cabin deck designs

Wow, this is not what I was expecting. The last Shearwater I tested was the diesel-powered Venture, which took part in last year's RIB megatest. It was an excellent long-legged cruiser but it didn't exactly set the pulse racing.

This new 890S, on the other hand, is a properly sexy bit of kit. With its glossy black hull, tapered Hypalon tubes, chunky stainless steel seat brackets and real teak decking it looks every inch the superyacht chase boat – particularly with that 300hp Verado hung off a race-style hydraulic jack plate.

SUPERYACHT STYLE

It's a clever ploy because although it looks like a £150,000 super RIB, the 890S actually costs around £90,000, positioning it neatly between the mainstream players and the top end alternatives from the likes of Goldfish, Scorpion and Pascoe. Bembridge Marine has done this by designing and engineering the 890S in the UK but then outsourcing the build to Greece, where lower labour rates and a skilled workforce can build it more cost effectively. The end result is a great looking RIB at an appealing price, but how does it actually perform?

Nosing out of Bembridge harbour, the initial signs are promising. The DAIS semi-suspension seats are an almost perfect half-way house between the security of a jockey seat and the comfort of a bucket seat, gripping you in all the right places regardless of whether you're standing or sitting. The standard Verado power steering

The whole boat starts to fly, adopting that magical loping gait with the nose gently rising and falling as it skims across the wave tops



Body-hugging seats look and feel superb, whether you're seated or standing

trim a few notches higher and it seems to find another gear. The engine note hardens, the hull lifts noticeable higher out of the water, the speed shoots up and the whole boat starts to fly, adopting that magical loping gait with the nose gently rising and falling as it skims across the wave tops. I clock a top speed of exactly 50 knots with the engine burning 113 litres per hour. Drop this to 38 knots and the burn rate falls to 70lph or 2.4mpg. If this still proves too thirsty for you there is an option to swap outboard petrol power for either a 260hp or 370hp inboard Mercruiser diesel.

THE PRICE IS RIGHT

That's also the reason why even our outboard-powered test boat had a full width sunpad and bathing platform at the stern rather than the usual outboard engine well. Instead, the Verado is mounted on a jack plate several inches behind the transom, leaving more room for watersports enthusiasts and swimmers to access the water. Unusually for a RIB there's also masses of storage – under the aft sunpad, where the inboard engine would be, under the forward sunpad and in the centre console. The latter can also be fitted out as a heads compartment. For those who want the option of sleeping on board, a proper cuddy version is available with a surprisingly big vee-berth.

The fit and finish of these below deck areas isn't quite as slick as the parts of the boat that are permanently on show. The bilges are painted out with a self-healing silver coating, the locker lids are mostly marine ply with exposed screw heads and the cuddy is trimmed in fairly basic vinyl and carpet. It's all very tidy and we rather like the emphasis on simplicity, durability and accessibility rather than aesthetics, but it doesn't quite live up to the sophistication of those super smooth exterior lines. Then again, given the price that's a sacrifice we'd be happy to make. This is a very well judged boat that will satisfy the demands of families and speed demons at a price that belies its superboat looks.

Contact Bembridge Marine. Tel: +44 (0)1983 872817
Web: www.shearwaterribs.com

SEE THE VIDEO



mby.com/890s

system is wonderfully light and the electronic throttle controls ensure the engine clicks smoothly in and out of gear. The only flaw in the helm's otherwise excellent ergonomics is the positioning of the throttle to the left of the wheel – not a problem in itself but the trim button is clearly set up for right-handed thumb use.

Once free of the speed limits, the hull rises swiftly on to the plane and settles into a rapid canter. With no hull steps to flatten its running angle, the bow hovers above the water while the aft section of the deep-vee hull (24° at the transom) stays securely planted. Turn sharply and it will lean quite a long way over but it never feels like the tubes are dragging in the water or the chines are going to lose their grip. It's not as quick and edgy as a Pascoe or as smooth and unshakeable as a Scorpion but it strikes a good balance between driver involvement, secure handling and a soft ride. Lift the engine

THE DATA

SPECIFICATIONS

LENGTH 29ft 2in (8.9m)

BEAM 9ft 0in (2.74m)

WEIGHT 1,900kg (dry)

ENGINE 300hp Mercury Verado

TOP SPEED 50 knots

PRICE from £89,499 inc UK VAT



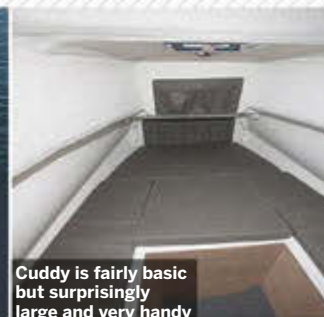
All-digital helm would benefit from analogue fuel and temp gauges



Open boat still has this large storage or heads compartment



More storage and a separate anchor locker in the bow



Cuddy is fairly basic but surprisingly large and very handy

NEW BOATS

This month's hottest launches and new models



Edited by
Jack Haines
Email: jack.haines@timeinc.com



Prestige 680

Making its debut at the Cannes Boat Show this September, the Prestige 680 essentially takes the best parts of the flagship 750 and scales them down into a hull of 70ft 4in (21.46m).

The headline news is that the fabulous main deck master cabin that blew us away on the 750 is in place on

this latest model and gives customers in the market for a 70-footer a taste of superyacht style.

But what benefits come with the master cabin being where it is, just a few steps down from the helm in the bow? Well firstly, there is the easy access and excellent privacy because

the cabin door is to port of the helm, totally separate to the curving staircase amidships that leads down to the guest cabins, which are on a separate level to the master.

Then there is the sheer size of the cabin, which has masses of headroom and, because there is nothing above it,

three big skylights as well as large windows either side, so the amount of natural light in this cabin will be absolutely immense.

The master cabin being up front means you can give the sort of full-beam midships cabin that would usually be reserved for the owner, to a



HIGHLIGHTS

- Main deck master cabin
- IPS1200 drives
- Three or four cabins

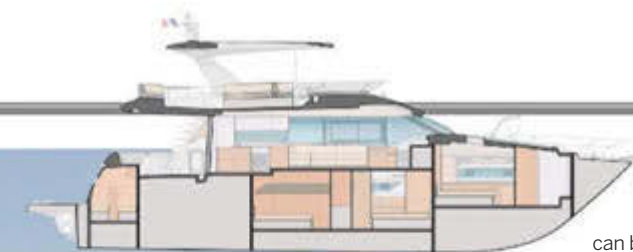


Unusual main deck master cabin is forward of the helm



Low window line in the saloon should give excellent views

Aft galley layout is a Prestige hallmark and the 680 is the same



pair of your lucky guests. Other guests can be catered for in another plush double or, if you want to sleep more, you can opt for a pair of twin cabins, which gives you sleeping space for eight plus a decent two-berth crew cabin.

The saloon design draws heavily on the rest of the Garroni-designed Prestige range, which means an aft-galley layout next to the cockpit, and the main indoor lounging space amidships fitted out with laid-back sofas and a couple of quirky armchairs to move around as you wish.

The double helm station is to port with the added convenience of a side access door to the decks, which not only makes communication and crewing easier but provides a refreshing blast of fresh air under way.

Where the 680 differs from its larger sister but falls in line with the rest of the range is drivetrain choice, as Prestige has opted for IPS1200 on this model. Claimed performance is a top speed of 30 knots with a recommended cruise of somewhere around 25. And, of course, you get the ease of manoeuvrability and simple joystick control that makes IPS so appealing, especially on larger boats.

Prestige knows that if it is going to counter the biggest names from Britain and Italy it needs to do things differently and, true to form, the 680 is doing something the others aren't.

Contact See Prestige website for dealers. Web: www.prestige-yachts.com

AT A GLANCE

Length 70ft 4in (21.46m)

Beam 17ft 5in (5.33m)

Engines IPS1200 (900hp)

Top speed 30 knots

Price from tba



The master cabin bursts with light thanks to triple skylights

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ABSOLUTE



Chunky hardtop imbues a feeling of safety and security up top



HIGHLIGHTS

- Spacious beyond its length
- True semi-custom build
- Andrew Wolstenholme hull design

Twin MAN 1,150hp diesels should be good for 28 knots

Gulf Craft Nomad 65

Rather like the “75% of people maintain they’re above average intelligence” thing, I struggle with the tidal wave of press releases all claiming that “our new 65 (or whatever) has more space than all its rivals”. So how refreshing to find a builder that makes no extravagant claims whatsoever, and instead lets its new boat do the talking.

Gulf Craft builds its boats in Dubai and may well be the biggest boatbuilder you’ve never heard of. More well-known is its new Nomad 65’s designer, Andrew Wolstenholme, who has penned some of the finest semi-displacement hulls I’ve ever driven.

Andrew designed the hull, and Gulf Craft’s team handled everything else, so all credit to them for conjuring a 65 footer that does somehow feel far roomier than it should, inside and out. Compared with a Fleming 65, say, it doesn’t have its rival’s lazarette and hugely extended machinery space, instead Gulf Craft has opted for a crew area aft, complete with a full-size galley. However, intrepid owners who skipper their boats could easily dispense with the crew area and create a huge storage room instead.

And herein lies one of Gulf Craft’s charms; it is happy to offer a true semi-custom build even at this level. Gulf Craft’s ability to fashion marble and the quality of its stainless fabrications was

outstanding – worth noting if you’re looking to create something special. Despite the semi-custom benefit, cost-conscious types can’t fail to notice the Nomad 65’s amazing price at just over £1 million at current exchange rates.

Wandering around the 65 at the Dubai boat show, it was the terrific layout that particularly struck me. In the pilothouse, the expected breakfast bar arrangement has been supplanted by a full-sized dinette large enough for all six guests. That left the roomy saloon free for socialising, yet there’s still room for an invaluable main-deck heads too. Because they absorb so much space and they’re expensive to make, the prevailing trend is to eliminate internal stairs, but Gulf Craft

has sensibly retained the practical stairway between the pilothouse and the vast flybridge, and instead freed up space elsewhere by eliminating the ladder in the cockpit. It is a layout that is likely to keep intrepid explorers and social animals happy in equal measure.

Dave Marsh

Contact Gulf Craft

Tel: +971 67406060

Web: www.gulfcraftinc.com

AT A GLANCE

Price from \$1.54m ex tax (twin 800hp MAN) **Length** 65ft 7in (20.00m) **Beam** 18ft 2in (5.50m) **Engines** twin 800hp MAN or 1,150hp CAT **Top speed** 24/28 knots (MBY estimate)



The big saloon has a cosy, home-from-home feeling



Lovely use of lighting and materials in the master cabin



Steps lead up to the compact sundeck and upper helm

HIGHLIGHTS

- Quayside appeal
- Monstrous performance
- Sleek sundeck

Riva 76

Riva seems to be on a role of late; it recently launched the largest yacht it has ever built, the 122 Mythos, and this new 76 will be making its global debut at the Cannes Boat Show.

The Mythos has clearly influenced the styling of this rakish new sportscruiser, you can see it in the tinted, swept-back windscreen, the shape of the hull glazing and even the 'Moon Grey' colouring.

It's certainly a gorgeous piece of design, not much of a surprise given its lineage.

So tidy is the design that you may not notice the compact sundeck perched atop the hardtop but there is one there and it can even be kitted out with a discreet helm station so you can

escape the glass bubble below. And, with up to 3,600hp on tap from a pair of MAN V12s and a top speed of 37 knots, why on earth would you not want to stick your head in the breeze and enjoy it? Even with the 'sensible' standard 1,550hp MANs the 76 will hit 33 knots at the top end and cruise in the late 20s.

Once you have finished blasting about then the deck spaces take centre stage. There are three separate outdoor living spaces including the sundeck. The cockpit is dominated by a spacious sunpad at the transom, which sits atop a tender garage large enough to house a 3.25m RIB. L-shaped seating adjacent to the stylish teak flybridge stairs provides a

good alfresco dining spot beneath the sundeck's rakish overhang.

At the bow there is a traditional sunbathing space right forward but also a cosy well carved into the coachroof with a forward-facing sofa and a small canopy to offer a little more protection.

The saloon is dominated by the sheer amount of glazing that Riva has packed into it and the clever aft partition which disappears completely to leave a vast aperture linking the inside and outside spaces.

The interior is clean and pared-back but the use of wood, leather, stainless steel, mirrored façades and marble will ensure it feels suitably Riva.

The yard has taken the fewer cabins, higher luxury approach when it comes to accommodation so although you only have three of them, all the sleeping spaces are likely to feel spacious and lavishly finished.

Contact Ventura. Tel: +34 952 81 00 66 Web: www.riva-yachts.com

AT A GLANCE

Length 75ft 4in (22.9m) **Beam** 18ft 10in (5.75m) **Engines** Twin MAN 1,550/1,800hp **Top speed** 37 knots (Twin 1,800hp) **Price from** tba



Acres of glass and a retractable aft window blur the lines between inside and outside spaces



No doubting who's the boss with an owner's cabin as big as this one



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Hardy 32DS

When the Hardy 40DS was launched two years ago at the London Boat Show we had an inkling that the look and feel of the boat may be a sign of things to come from Hardy. And, sure enough, the 32 is back – now with the DS moniker – and looking fresher than ever.

Hardy hasn't built one of these for seven years but an owner request gave the yard the perfect opportunity to give it a bit of a face lift.

The hull is now wrapped in the same grey band that we saw on the 40 – not exactly major surgery but enough to add a modern touch and disassociate the boat from its more trad ancestors.

Other tweaks include a new teak bathing platform that hinges up to

reduce the boat's footprint and related berthing charges.

Inside is where the real change has taken place though, as contemporary oak cabinetry replaces the staid teak joinery we may have seen before. There is a dark Corian top on the galley, less traditional handles on cabin doors and grey mattresses in place of classic blue.

But there's an element of restraint to this interior that was lacking from the over-glitzed 40, which had purple seats and lime green details. The 32 retains a sensible dark wood floor and gets neutral cream upholstery, not as vivid as purple but far more up to date and classier than blue cloth.

You can choose a selection of layouts depending on whether you want living space or room to sleep people. The boat pictured has a galley-up

Cockpit doors bi-fold to link the saloon and cockpit



arrangement and bunk bed cabin below. It's not exactly a revolution but it's good to see the 32 back.

Contact Hardy Windboats.

Tel: +44 (0)1603 408700

Web: www.hardymarine.com

AT A GLANCE

Length 31ft 6in (9.6m) **Beam** 11ft 10in (3.6m) **Engines** Twin Yanmar 4LH-STP 240hp **Top speed** 24 knots **Price from** £241,658 inc VAT



HIGHLIGHTS

- Revamped exterior
- Modernised decor
- Various layout options

There's an infill in the master cabin to make the bed a double



Grey hull band brings the 32 into line with the more modern 40



Bunks are an option in place of galley-down arrangement

Princess S65

It doesn't come as much of a surprise that after the sweet-looking S72 a smaller sportsbridge boat is on the cards from Princess. Shrinking down the DNA to around 65ft seemed a natural progression and it

has created what we think is a great-looking boat.

Some don't see the point in the sportsbridge and ask why you wouldn't just want a full-size flybridge but, for

others, the striking looks will tip the balance in favour of the S65.

Details of the boat are scarce but something that did grab our attention was the claimed 38-knot top speed with the largest engines and the potential to cruise comfortably at over 30 knots.

Below decks there are four cabins, three of which are ensuite and one, we can assume, being a plush full-beam master suite. More photos and details of this boat when we get them.

Contact See Princess website for dealers. Web: www.princessyachts.com



**HIGHLIGHTS**

- Space age looks
- Convertible flybridge/sky lounge
- Excellent dynamic efficiency

Waist-high glass flybridge balustrade rises up electrically to create a fully enclosed sky saloon

Arcadia 100

Snuggled between the 85 and 115 in Arcadia's whacky-looking range, the first 100 is currently in build at the yard's facility in Napoli.

The ultra-futuristic, stealth ship looks haven't been watered down one bit and there's little arguing that Arcadia is building some of the most striking boats on the water.

The technological bombardment is in full swing again, including solar panels that can silently power almost everything except the air-conditioning when at anchor. But the most interesting new feature is the electric glass balustrade surrounding the flybridge that rises up at the touch of a button to enclose the space. This is likely to be popular in the Tropics where it can be air-conditioned and used as a chilled sky lounge.

The main deck saloon is almost as versatile with sliding glass side doors and fold-down balconies.

There are a whole host of different internal layouts on offer, with either four or five cabins included, but Arcadia is open to total customisation if so desired. The so-called standard version has a full-beam master cabin amidships, which has enough space for its own lounge with arm chairs and a table plus a dressing room and large bathroom with twin sinks, shower and even a bath tub.

Guest cabins in the standard arrangement are split into a pair of

twins (both ensuite) and a double VIP with a queen-size bed, vanity area and its own spacious ensuite.

Alternatively, the master cabin can be forward on the main deck where it opens up on to the sundeck and dinette on the bow – which looks amazing in the renderings.

If you opt for this layout the master stow down below can be split into two cabins to give you extra sleeping space.

Arcadia always strives for efficiency in its hull designs and, in tandem with relatively small 1,000hp engines for a boat of this size, the 100 has some impressive performance and efficiency claims. Top speed should be around 18 knots with a fast cruise of 16 knots, where consumption is said to be



All-glass master suite is covered in solar panels

around 230lph. Drop it to 14 knots and that dips to 150lph and at an 8-10 knot displacement speed the 100 is sipping a meagre 50lph. **Contact** Arcadia Yachts. Tel: +39 081 8590701 Web: www.arcadiayachts.it

AT A GLANCE

Length 101ft 7in (31m)
Beam 25ft 5in (7.75m) **Engines**
 Twin MAN V8 1,000hp **Top speed**
 18 knots **Price from** poa



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www.sealine.com

At slack water in quiet weather, locals tell stories of motoring across Pentland in glassy conditions with tea and cakes laid out on the saloon table



CUMBERLIDGE ON CRUISING

PETER CUMBERLIDGE: *A passage from Orkney to Norway is not as daunting as you'd think – travel in the height of summer and you'll be rewarded with sparkling bays and golden beaches*

Towards the end of June, Jane and I will be delivering a yacht from the Orkney Islands to Stavanger Bay on Norway's west coast. This passage runs almost due east along latitude 59°N, crossing sea areas Viking and North Utsire. The 270-mile track links two glorious cruising areas which are always a treat to visit.

Orkney is Britain's best-kept boating secret, a stunning archipelago off Scotland's far tip, just across the Pentland Firth. Its 70 or so islands string out for 45 miles in a tantalising trail of sheltered sounds with beautiful anchorages and white sandy beaches. Unlike Shetland further north, most of Orkney is quite low with lush, gently rolling landscapes. Hoy is the exception, a high craggy island with sheer cliffs and dramatic stacks around its north end.

Orkney's Scapa Flow is a famous naval anchorage from two world wars and sounds like some chilly glacier! Yet this magnificent natural harbour is a summer boating paradise of enclosing islands and secret bays. The Pentland Firth also has a reputation, its legendary tidal races and whirlpools discouraging visitors in advance. But at slack water in quiet weather, Pentland is like a purring pussy cat and locals tell stories of motoring across in glassy conditions with tea and cakes laid out on the saloon table.

Boats from Scotland's West Coast can easily reach Orkney via the Caledonian Canal, and Kirkwall Marina makes a perfect base for an idyllic cruising summer if you arrange things well. We only have a short week here this time but will make the most of it.

The prospect over in North Utsire is equally enticing. Although the name 'Stavanger' sounds rather harsh and intimidating, this grand Norwegian bay is a wonderful sheltered

expanse peppered with islands and fringed by peaceful fjords leading in all directions. The main port near the entrance has a striking, traditionally Norwegian waterfront. Around the gulf's meandering shores are many picturesque small harbours and marinas in calm rural surroundings.

Even lonely sea area Viking has its attractions. The line from Orkney to Stavanger passes clusters of oil and gas rigs that are fascinating to see at a safe distance and look particularly dramatic at night. These huge eerie structures are villages on stilts,

housing up to 150 crew. You can also see large schools of dolphins, which are surprisingly common up here. On our last crossing dolphins kept us company for hours at a time, always a cheering experience. The eventual landfall on Norway's mountainous edge is out of this world.

In Stavanger we plan to meet up with Norwegian friends who have a fast, handy motor boat ideal for exploring the myriad channels and inlets of the bay. It will also be mid-summer, so the days should quite literally be endless! **MBY**

One of the most northerly points of the UK, Mill Bay Beach on Orkney



Kirkwall Harbour on Orkney



Time it right and Stavanger Bay is wonderfully welcoming



It's two blokes in khaki lying full length on the pontoon. With guns! About to be interrupted in the middle of their war games by a myopic middle-aged man



THE BORN AGAIN BOAT OWNER

NICK BURNHAM: *The first rule of boating is to expect the unexpected at all times, and never more so than on your launch mission*

With *Smuggler's Blues* antifouled, polished and serviced it's time to load up the gear that's been languishing in the garage all winter and get going! But you know how it is with boats, there's always something.

The first something was the crane breaking. A hydraulic problem apparently, which was a pain as we'd already played musical cars to ensure that there was a motor waiting at our destination. With no guarantee it would be fixed that day I rebooked. As it happened the weather was perfect two days later. I called in the hope of squeezing in a launch but was told that they were "chocka". They promised to phone if anything changed. I found out later that they had not only found a slot but actually lifted the boat and moved it to the slip ready to go. Sadly no one actually called me so it just sat there for a while before being returned to the yard.

The rebooked date finally arrives and I watch my pride and joy slip gently into the welcoming embrace of the River Dart. Happy days! After four months of repose the engine starts instantly, which is reassuring. After checking the engine space and bilges for errant leaks, noises or hibernating squirrels I deem all good and cast off.

Oh, the joy of being afloat again. I meander down river, taking a minor detour past the Royal Navy College training pontoons. A friend who moors his boat nearby keeps posting images of seals basking on them but we never catch sight of them. Maybe today. As I approach I see what looks like a pile of old rags lying on a long pontoon but no seals. Then what looks like a head moves at one end of the rags, then another – seals! I edge in, sweeping down on the ebbing tide, camera in hand. Just as I get up close and raise the camera the heads move again. They aren't seals... It's two blokes in khaki lying full length on the pontoon. With guns! About to be interrupted in the middle of their war games

by a myopic middle-aged man in a Skipsplast 660D. Ahem. I hastily drop the camera, give them an embarrassed half wave and motor on. I think I'll book an eye appointment...

Once clear of the Dart, after a final check for squirrels, it's time to throttle up on to the plane. With one eye on the dials I build the revs. The sun dances over speckled water as I swing east and round back for home. There's a minor blip as the temperature gauge eases past its normal cruising position. I glare at it fiercely. It seems to do the trick, suddenly dropping back to normal and staying there. Probably a slight blockage working its way through.

After a fabulous run I'm back on the berth. Despite the niggles it has been a thoroughly satisfying morning and it feels great to know that the whole season is ahead. As my stomach reminds me that it's lunchtime I drag

the cover on, give the warps and fenders a final check and head off down the pontoon. Which is when I remember that I've not had a final look in the bilges. Oh, it'll be all right. Then I remember that it's me and that I can worry at an Olympic level. I head back and lift the floor – hmmm, half an inch of water. I taste it. Salty. Bugger. The problem is easy to spot, the flange around the log transducer is letting in a single drip every ten seconds. I am, technically, sinking! Albeit in very slow motion. A quick conflag with Jason Bond at Birchell Marine promises to have the boat out the next morning to reseal the skin fitting and with that I head home.

It's been a good launch mission, apart from the broken crane. And the unattended launch. And the snipers. And the engine temperature. Oh, and the mild sinking. Still, that's boating. There's always something. **MEFY**



The Navy SEALs make an unscheduled appearance on the Dart

Original photo: Chris North/Alamy. Illustration: Neil Singleton



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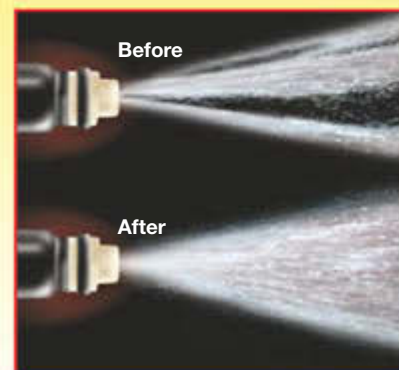
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TESTING TIMES

DAVE MARSH: *It's the most testing of times this month when some simple boat maintenance work stretches the meaning of customer service to its limits*

From time to time, I've been asked to informally help with disagreements between MBY's boat-owning readers and the boating industry. A recurring theme has been the belief that our industry is too small and therefore too under capitalised to emulate the standards in other industries, such as automotive. Well, I've experienced service in the car industry ranging from shocking to exemplary, likewise in retail and banking and utilities, so I've never subscribed to that notion. That said, just like anybody else, I blithely believed that my own experience (restoring my little wooden launch over the last two years) would be a largely commendable one. Sadly not.

I cannot afford the time to travel afar, or to engage superstars such as Dale Sailing or Cockwells or Henwood & Dean, builders who I know would conjure dazzlingly perfect work, so instead I have to rely on local professionals. And the experience so far has been disheartening. Several friends in the industry kindly supplied a list of recommended contacts. Roughly half bothered to respond to my emails or calls at all. Of those that did, most took weeks or in some cases months, invariably with a final too busy or not interested.

Eventually I engaged a shipwright. Personally and highly recommended by a top-notch boat dealer friend. Although all the work was meticulously defined and extremely straightforward, and the boat fully inspected beforehand, for reasons I didn't understand I could only get an estimate, not a quotation. Surprise surprise, when the bill arrived the estimated hours had rocketed by 50%, apparently because the shipwright had misjudged the curvature on the coachroof that he had sheathed in mahogany – the very same coachroof he had inspected beforehand. Yet I was still obliged to cough up. Still, the showpiece mahogany coachroof did look terrific. Well, at least until one of the two principal seams sprung open.

Scene 2, the antifouling. I'd decided to recoat my pride and joy with Coppercoat, not an impossible DIY task. However, epoxy can be a tricky customer, and I'm a painfully slow worker, so I opted to have it professionally applied by a third party.

So imagine my surprise when, asked to part with £700 for the finished work, I discovered that the underbody had received scarcely one of the four coats agreed, in fact so little that the original green hull was still showing through. Three months passed before they redid the work, during the wet and cold winter period that it had previously claimed was unsuitable for the work. Although unrelated, my ire was made worse by my adjacent neighbour in the boatyard choosing that period to spatter my white painted topsides with a grey epoxy mist during a repair, and yet another unknown passerby damaging the hull with the end of an errant scaffolding pole.

At no point did I ask for any special consideration – I accepted the quotation to

Imagine my surprise when, asked to part with £700 for the finished work, I found that the underbody had received scarcely one of the four coats agreed

apply the Coppercoat before I told the company in question that I worked for MBY, and before I asked their consent to recount my experience (that's right, they knew I'd be describing the event in MBY!).

But not every experience has been poor. Although you cynical types doubtless won't believe me (because it advertises with us) I recently opted to switch my boat insurance and pay an appreciably higher premium to Pantaenius because the service I received was so outstanding and the policy so painstakingly clear and comprehensive.

But one out of three isn't great, is it? Sadly, I have no magical remedy. It seems sensible to get a quotation instead of an estimate wherever possible. However small the job, I'd also recommend documenting the work by photographing every single detail and damage along the way, however small. And if that fails, you could always turn to somebody independent to see if they could informally help with your disagreement.

On second thoughts... 



It could be worse, Laurel and Hardy could be running your local boatyard

Photo: SNAP/REX

YOURMBY

Have your say in print and online



Edited by Hugo Andrae

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A lot lies beneath

Just opened the June copy of the magazine to read your article on the Squadron 58. Last week I took delivery of *Buoy oh Buoy* from Sunseeker Poole, the Squadron 58 you actually featured!

The article was very timely and hopefully I have made the right decision. You mentioned in the article about the hidden accommodation and the extra cabin below the kitchen was one of the reasons why I bought the boat. The boat currently has a freezer, which I am replacing with a separate washing machine and tumble drier. I hope to be able to retain a bed as well. Sunseeker Poole is doing this work in the next week.

On page 99 you mention John Wolf and the upgrades he did in this cabin, including a drop-down bunk. I hadn't thought of this so thank you for the advice on how to make the most of the space!

James Wilson

You've definitely made the right decision as countless current and former owners will testify to. John is a regular contributor to the mby.com forum so don't hesitate to post any questions you have on the forum if you need any more advice. **Hugo**

First port of call

Whenever I see an article credited to Nick Burnham, it's always my first choice of

A great choice to buy, the Squadron 58



STAR LETTER WINS A BOTTLE OF PUSSER'S RUM!

The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund



reading. This may seem odd given that I eat my vegetables before my meat, always put my left sock on first and even read the magazine from the back cover to the front cover.

Nick's reviews are always accurate, easy to read and free of daft modern adjectives, plus he has a background in sales and journalism. He's my favourite boating writer bar none. PS, I promise I have never met this gentleman!

Terry McDonald-Dorman

You may not have met him but that doesn't mean he hasn't been sending you fat brown envelopes!

The good news is you can look forward to plenty more stories from him in future issues of MBY, in fact he even took the photograph on this month's cover. **Hugo**

Looking for a knights tale

In 1992 Tony Jones wrote an article for MBY on *Knights Cross*, a classic Gentleman's Motor Cruiser built by Staniland & Co. Ltd.

I'm the current custodian of the boat, which is undergoing further restoration work at the Elephant Boat Yard on the River Hamble.

At the moment I'm trying to build the history of the boat for the National Historic Ships Register and was hoping to talk with Tony, or anyone else who might know about this, to see if he has any further details or pictures of the boat.

So far I have discovered that she actually sank after coming adrift of her mooring at Berwick Upon Tweed and was refloated and restored on the Amble. *Knights Cross* is due to re-launch in May this year. **Paul Moore**

We've passed on your details to Tony Jones but if anyone else can help Paul please contact us at mby@timeinc.com and we'll put you in touch with him. **Hugo**

Anyone know the history of this classic cruiser?



BEHIND THE SCENES

The shots the MBY team would rather you didn't see



Note to self – never sit on the foredeck of an MC6 when Jack's in charge of the pop-up lights. Snapper Paul Wyeth finds out why

You can stop showing off now Hugo, the shoot finished an hour ago



No, Chris, you can't take it for a spin, you're meant to be reporting on Aston's new boat



Leaving parties don't get any more rock 'n' roll than YBW.com editor Natalie's cream tea affair





Silent surrounds Alexander Vestre sent in this breathtaking shot of Pollen, in Finnmark, Norway. At the time his boat, a Viknes 1080 SB, was anchored up ready for a hunting trip in the mountains with friends

YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at mby@timeinc.com



ICOM

A matter of principle

I am writing you to see if you are interested in correcting an error that has existed since 1910, concerning the Harmsworth trophy in the Royal Yacht Squadron headquarters.

The trophy incorrectly shows that the 1910 Harmsworth trophy race was held in Huntington Bay, New York. However, the actual race between the international competitors was held in Larchmont Harbor, on the other side of the Long Island Sound.

All the evidence to prove this can be found in the *New York Times* archives. I've attended the Cowes powerboat race and seen for my self that the trophy is incorrect. Over the years I have tried many times to make this correction but have never succeeded, despite contacting the Earl of Normanton. It's an important piece of boating history and I hope your readers will want to see this resolved. **Dan Walker**

I'll take your word for it regarding the accuracy of your historical research but I can't help thinking there may be more important issues facing the sport. It's hard enough to get people excited about power boat racing of any kind these days let alone an event that happened 105 years ago. **Hugo**

Join the club

I am writing to let other Corvette owners know that the recently reinstated Corvette Owners Group met for the first time last month. Attending the lunch on the *Lightship* at Haslar Marina were 26 people, representing 12 boats and we were able to make new friends and discuss how to develop the group further. Apparently, this was a record for the highest number of Corvette owners at one gathering.

We now have 22 boats in the group from ports as widespread as Northern Ireland and Ipswich. We'd be delighted to hear from any other Corvette owners out there wishing to join our group. **David Morrison**
If you'd like to join the new group send your details to mby@timeinc.com and we'll pass them on to David for you. **Hugo**

NEXT ISSUE...



Atlantis 43 – at last, an Italian sports cruiser to trump the Brits

ON SALE: JULY 2

Azimut Atlantis 43: The perfect step up from a Princess V39 or Sunseeker Portofino 40? We find out

25 best boat restaurants: Looking for the perfect day trip? We name the best boat-friendly eateries

Haines 320 Offshore: Who said nobody makes a decent British-built 30ft cruiser any more?

Something for the weekend?: Affordable used sportsboats with overnighting potential

On Twitter
www.twitter.com/mbyipc

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FORUM CHAT

Anyone had their diesel polished?

Markspark7 asks: My tanks have the dreaded bug and I've been advised to have the fuel polished. Has anybody had it done or should I dump it? Any advice would be very welcome.

Bandit says: Firstly you need to treat the tanks with a shock dose of a good diesel biocide such as Grotamar 82 and leave it for a few days to kill the bug. You also have water in your fuel, if not the fuel bug would not have grown so you need to clean out your tanks and drain them of fuel, bug and water. Fuel lines and pick ups will need to be blown through backwards and fuel filter units dismantled and cleaned and new filter elements fitted. I would also keep three sets of spare elements on board for the dead remnants that will come through with the fuel in the future.

Bazzer says: I'm in the process of fitting my own polishing system as it cost about the same as having the fuel professionally polished and now I have the system installed for future use. I bought it from a company called Hyphose in Southampton, the product is Racor.

Freebee says: A fuel polisher will only work if you can agitate the fuel in the tank sufficiently well to stir up any sediment, this entrained bug and fuel mix can then be passed to the filter so that it can do its job. Any diesel fuel filter could be used to polish the fuel. As a rule of thumb you need about ten passes of the whole tank contents to achieve a polished state.

Superheat6k says: A simple and effective polishing rig can be put together for around £220. Ebay Fuel Separator filter – there's a Racor equivalent 500 series filter for about £80 and a Holley 12V fuel pump for around £125. Pump from one tank to the other several times, but pump the dregs from the tanks into clear containers and use a flexi hose to get the clumps of bug waste out. The fuel in the clear tanks can be filtered again after it has settled. Once the majority of the gunk is removed then a hefty dose of Fullest or Grotamar.

Gemini says: I had mine done about two years ago. They polished about 600 litres and used a separate tank while they cut access hatches to clean out the heavy sediment and pick up lines. Once clean, the filters need changing after 10 hours.

JEANNEAU LEADER 36

A pocket-sized package of fun and ability, the 36 exudes good form

Text: **Jack Haines** Photos: **Jeanneau & Nick Burnham**

There was a time in the 80s and 90s when all the major British yards were building sub-40ft sportscruisers. Sunseeker, Fairline, Princess and Sealine all had them on the go but, these days, the smallest boats they build, Sealine aside, are 40ft or over and north of £300,000 in price.

So, where do you go if you want a sportscruiser that is still relatively small and manageable yet can sleep four with an acceptable amount of privacy? This area of the market now



seems to be dominated by the higher volume production yards such as Bavaria, Sea Ray, Galeon, and now, Jeanneau.

Jeanneau's Leader 36 comes in two guises, an open and a hardtop, with the open version aimed squarely at the sun-rich regions of Italy and Spain and the hardtop pointed at everyone else, in particular northern Europe. We had the choice of testing either but we went for the one with the hardtop as it's likely to be the more popular version.

The roof itself is a pretty simple GRP job, which opens at a pleasingly fast rate via a switch on the helm. I'd prefer to see a fabric

roof on a boat of this size; it gives you a wider aperture when open, means there is less weight high up on the boat, and also tends to be quieter under way as a soft roof doesn't rattle so much, nor does it act as an echo chamber for engine noise. And, true enough, the roof did let out a few too many squeaks and rattles during the test, suggesting that maybe Jeanneau needs to beef up the seals.

Roof aside, and in a healthy enough chop off Cannes, I was hugely impressed by the way the Leader handled itself at sea. The hull is essentially a scaled down version of the Michael Peters design that worked so well on

the larger Leader 40 (*MBY*, November 2014).

As you'd expect from a sports cruiser of this size, and powered by twin Volvo Penta D4 300s, the Leader is an enjoyable steer. It is agile and quick-witted, very grippy and a real hoot to chuck around if the mood takes you. It's unlikely that you will spend much of your time weaving from lock-to-lock but this nimble handling is invaluable in a messy chop or following sea where you want to pick the smoothest path through the waves.

But somewhat unexpected is the way this boat keeps its composure when heading into the teeth of a fidgety chop at its 36-knot top



The interior provides further evidence of Jeanneau's intelligent approach to boatbuilding

speed. There are no slams, squeaks or groans from the helm, just a confident absorption of all in its path interspersed with soft, controlled landings if the boat did get a bit of air.

The D4s are a sweet pairing with Michael Peters' talented hull, giving punchy yet smooth performance and comfortable cruising from anywhere around 18 knots to a fast cruise north of 30. It's frugal, too, managing a respectable 1.6mpg even at 30 knots and just under two to the gallon at a 20-knot cruise.

Our test boat had the optional sterndrive joystick and, although it works very well on a boat of this length, I would still save myself the roughly £10,000 cost of this extra and opt for the bow thruster instead. Boats on sterndrives are generally easy to control at slow speeds anyway and with a bow thruster out front there really is very little that you can't do when it comes to manoeuvring.

PRACTICAL LIVING

The helm station, though not overflowing with luxuries, is very well laid out and comfortable to use whether seated or standing. You can also flip down a step to poke your head over the top of the windscreen. Crucially, for a boat that is so engaging to drive, the wheel and throttles are close to the helmsman, even when you are sat right back in the chair.

The inclusion of a chaise longue adjacent to the helm seems a bit indulgent on a boat of this length but the height of it means there is an impressive amount of headroom in the double cabin below. And Jeanneau has cleverly included a small seat next to the chaise longue so at least you can have one other person facing forward when you're on the go.

The cockpit is a big selling point on any sports cruiser of this ilk and the Leader's is a clever mix of seating, sunbathing space and storage. One practical treat is the excellent access to the engine room made possible by the entire aft section of the cockpit hinging up electronically so you can get to the tops and sides of both engines very easily. There are no single engine options but you can choose between twin petrols or D4 diesels in either 260hp or 300hp guise.

The interior of the Leader 36 provides further evidence of Jeanneau's intelligent approach to boatbuilding. To give a greater feeling of space without sacrificing the privacy of two separate sleeping cabins, the yard has installed a large sliding door aft of the dinette table instead of a fixed bulkhead and hinged door closer to the forward berth. It's so simple yet it's brilliant because you have the more spacious feeling of an open-plan design, yet

when it comes to bedtime you can cut off the whole forward end of the boat and create a private cabin. And because the door is further aft than normal there is bags of room at the end of the bed, yet the shared galley and heads are left outside so your guests can use them too. Jeanneau has even managed to get some hanging storage in the forward cabin as well as storage beneath the bed for suitcases.

The midships cabin is incredibly spacious for a boat of this length, so good that you would – if there were only two of you on board – use this and leave the saloon open-plan as it's likely to be quieter to sleep in the middle of the boat. That questionable chaise longue in the cockpit above makes a good case for itself here because the headroom really is excellent throughout this cabin and not just at the foot of the bed, as is usually the case.

Storage is a bit of a theme on the 36 and it's one that continues in this cabin, where you find two large lockers, one with a hanging rail, plus big compartments underneath each berth. The berths, incidentally, are twins but a simple infill cushion quickly transforms them into a very spacious double.

Perhaps taking inspiration from Jeanneau's sailing boats, there is a 'trotter box' at the end of the port-side sofa so it can be used as an ad hoc berth for a child – the Leader 36 is nothing if not versatile.

SORTING THE SPEC

One of our main criticisms of the larger Leader 40 was how it started off looking like very strong value for money but by the time you had added the optional extras needed to bring the base boat up to a sensible specification, the price skyrocketed and put it too close for comfort to the likes of Princess's excellent V39. So how does the 36 fair and has Jeanneau been more sensible with the options list?

Well the short answer is yes. The 36 does indeed look like reasonable value for money, even with a decent spec on it. With my ideal specification of bow thruster, 300hp engines, generator and nav package, it came in at €302,400 including tax (at time of writing roughly £220,000 inc tax), which sounds about right. However, there are still some anomalies going on within that options list, such as having a 'ventilation package' as part of the €8,208 Premiere trim pack. Really, why should opening hatches in the cabins be an option at all on a boat like this?

A storage cupboard in the wet-bar is an inexplicable €1,000, extra cleats for stern springs are €128 when they should be standard; even the shower screen and toilet cover for the



Cockpit is a good balance between seating and loafing space, plus storage is good

Sliding bulkhead transforms the open-plan saloon into a large, private forecabin



The heads is shared by both cabins but space and headroom are good





Galley looks small but it's practically designed and will easily suffice for a couple



Here you can see the trotter box for the third, temporary berth



A CLOSER LOOK WITH JACK HAINES

SLIDING DOORS

This simple sliding door transforms the workings of the Leader's interior. One minute it's open-plan, the next you have a private forward cabin.



STORAGE

Having the engines installed aft leaves space for this useful mini lazarette in the middle of the cockpit. The perfect place for bulky cruising stores.



WET-BAR

The wet-bar makes preparing food easy on deck but why is there a €1,000 charge for a storage cupboard and another €1,100 for a fridge?



ENGINE ROOM

Gone are the days of having to clamber through a small hatch to get to your sterndrives. Access on the 36 is simply superb thanks to the fact the entire aft section of the deck rises electronically.



THE RIVALS

Bavaria Sport 360 Price from £144,417

Available in open, hardtop and an enclosed coupe guise, the Sport 360 is a versatile boat. This price includes a pair of Volvo Penta D3 220s.



Galeon 350 HTC Price from £190,164

Feels plush thanks to a proper upper saloon, not a traditional cockpit layout. Separate forward cabin but the midships one is tight on headroom.





■ The open version of the 36 is aimed at the Spanish and Italian markets, primarily, but it is the sweeter looking boat of the two

■ GRP roof was noisy on test, a fabric one might have been a better option on a boat of this size

■ Side decks are narrow but guardrails lead right aft and there are handholds on the roof structure

■ There is a useful storage bin underneath the sunpad to chuck lines and fenders in a hurry

THE DATA

LENGTH OVERALL 37ft 7in (11.5m)

BEAM
1ft 10in
(3.62m)



Our test boat had D4 300s but you can spec the 260s and save around €10,000

An infill for the twin berths and the temporary third bunk make the midships cabin very versatile

Here you can see where the sliding door comes across to partition off the forward berth and dinette

FUEL CAPACITY

121 imp gal (550 litres)

WATER CAPACITY

57 imp gal (260 litres)

DRAUGHT

2ft 5in (0.75m)

RCD CATEGORY

B (for 8 people)

DESIGNERS

Garroni Design
& Michael Peters

DISPLACEMENT

6.5 tonnes

It's good looking, cleverly designed, fun to drive and competent in the rough stuff

heads are a €1,305 option. The final price may still look right, but these options list aberrations still leave a bit of a sour taste.

VERDICT

Price list oddities aside, the Leader 36 is an attractive package. It's good looking, cleverly designed, fun to drive and competent in the rough stuff. Where the Leader 40 left us a bit cold, the 36 strikes the right balance of quality and value for money and, at this level, you can accept that it isn't a Princess or Azimut Atlantis.

It's the perfect size to be handled by a couple on longer cruises but the large cockpit makes it

an ideal party platform for dayboating with bigger groups of friends and family. And the interior is so versatile that you can sleep four adults in good comfort and total privacy or, with just the two of you on board, base yourself in the mid-cabin and luxuriate in that open-plan living space.

The days of the Brits building boats like this may be over but the volume producers are perfectly capable of making craft that fill that gulf very well, and the Leader 36 is one of the best options out there. **MBY**

Contact See Jeanneau website for dealers.
www.jeanneau.com

THE HELM VIEW

Bright fibreglass creates quite a lot of glare in the sun; the dash could do with more dark cladding

In the days of digital dashboards it is good to see clear, analogue gauges on the helm

The helm ergonomics are excellent, especially the placement of the wheel and throttles

SEE THE VIDEO



mb.com/je36

PERFORMANCE

TEST ENGINES Volvo Penta D4. Twin 300hp @ 3,600rpm.
4-cylinder, 3.7-litre diesels.

MBY FIGURES		ECO				FAST		MAX
RPM	2,200	2,400	2,600	2,800	3,000	3,200	3,400	3,600
Speed	15.9	21.2	22.8	25.0	28.1	30.9	33.6	36.3
LPH	47	53	62	68	77	88	98	113
GPH	10.3	11.7	13.6	15.0	16.9	19.4	21.6	24.9
MPG	1.54	1.8	1.67	1.67	1.66	1.60	1.56	1.46
Range	149	176	161	162	161	155	151	141

SOUND LEVELS dB(A)

Cockpit	84	87	88	86	86	87	87	88
Helm	84	83	84	84	85	86	85	86

GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauge, your figures may vary considerably. All prices include VAT. 60% fuel, 0% water, 4 crew + minimal stores, 17°C air temp, calm, F1 for speed trials

THE COSTS & OPTIONS

Price from	€244,680 (Twin 300hp)
Price as tested	€324,000 (Twin 300hp)
Hardtop version	€7,368
Premiere trim pack with shower, shorepower, fresh water toilets, lighting pack, fabric linings on bulkheads, teak platform and horn	€8,208
Raymarine electronics pack	€4,476
Teak cockpit table + cover	€1,356
Bow thruster	€3,910
7.5kW generator	€17,340
Teak side decks	€4,788
Trim tabs	€2,682

= Options on test boat

BOAT REPORT
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Dartmouth is just one of the jewels in the West Country crown

THE BEST OF WEST

For a taste of the Mediterranean, or even the Caribbean, look no further than the sparkling and inviting West Country coast

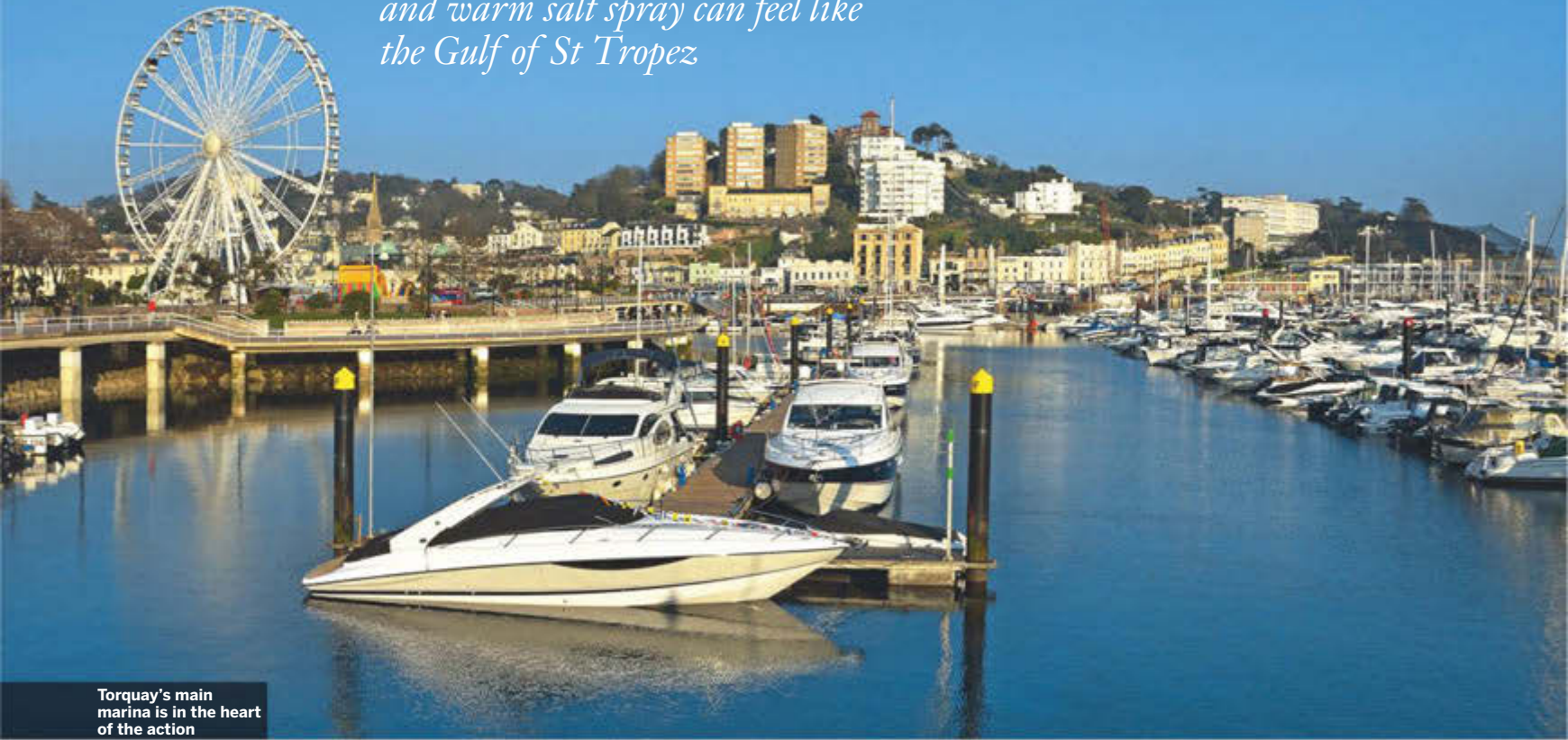
Text: **Peter Cumberlidge** Photos: **Peter Cumberlidge & Alamy**

Living in the West Country I can honestly say that the south coasts of Devon and Cornwall have always provided our most magical summer cruises. The fabulous estuaries and colourful harbours are discreetly served by well-spaced marinas from where you can explore paradise anchorages and secluded beaches only

accessible by sea. The pilotage is straightforward, tides are moderate and you can reach these perfect cruising grounds in easy coastal hops.

The pace of living is languid down here and you can potter as the mood takes you. West Country rivers are ideal for this, soothingly laid back but with constant activity to entertain. Anchored in the Dart, the Salcombe estuary or River Fal, you need hardly move from your

The heady mix of light and colour and warm salt spray can feel like the Gulf of St Tropez



Torquay's main marina is in the heart of the action

flybridge or cockpit except to rustle up lunch and open the wine. Youngsters can be let loose in the dinghy and the long summer days have a nostalgic quality simply made for messing about in boats.

TOR BAY

Three miles wide, Tor Bay is an evocative landfall after a Lyme Bay crossing. On a clear day, you see the humped tors of Dartmoor well inland, before the outer headlands come into focus. Berry Head is a bold sheer cliff 200ft high, capped by England's shortest yet most commanding lighthouse. Hope's Nose slopes to a low snout and has two craggy islets just offshore – the flat-topped Ore Stone to seaward and the humped Thatcher Rock further in.

With two good marinas and its back to the west, Tor Bay is a magnificent sheltered expanse for day cruising. Large ships anchor here and the bay is a mass of sails when racing is in full swing. Pleasure boats shuttle out from Torquay and the heady mix of light and colour and warm salt spray can feel like the Gulf of St Tropez.

Torquay Tucked into the north-west corner of the bay, Torquay is shielded from chilly northerlies, rather like Antibes. The marina in the heart of town caters particularly well for larger boats. Known as the English Riviera, Torquay does indeed have palm trees and a genuinely mild

climate. Opulent villas perch high above the sea in spacious gardens, still casting an air of Agatha Christie style.

Brixham Huddled behind its long breakwater, Brixham is a busy fishing port with a marina in its east corner. The colourful old town stacks around the harbour, a warren of narrow streets, tread-worn steps and smugglers alleys. The quays feel alive and purposeful, with trawlers and crabbers landing at the fish market, and pilot boats bustling in and out.

BEST ANCHORAGES

Babbacombe Bay Not far round Hope's Nose you can anchor or use a buoy off the Carey Arms, with its bar, restaurant and garden terraces overlooking the sea. **Fishcombe Cove** A delightful wooded inlet west of Brixham entrance.

FAVOURITE RESTAURANTS

Number 7 Fish Bistro is behind Torquay Harbour on Beacon Hill.

Berry Head Hotel is a pleasant stroll from Brixham Marina, with a brasserie terrace overlooking Tor Bay.

GREAT BRIXHAM PUB

Friendly **Brixham Yacht Club** is set back from holiday mêlée on the west side of the harbour. Superb views and good bar suppers.

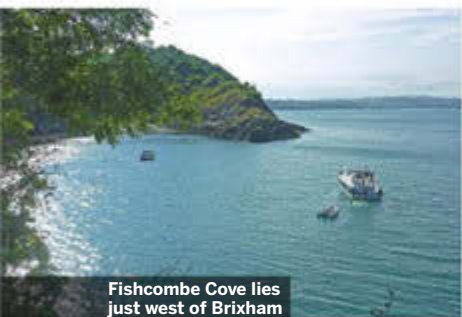
START BAY

The glorious sweep of coast between Start Point and Dartmouth is a timeless panorama of neat Devon farms and scattered villages. Start Point has a jagged spine, jutting into the Channel like a dragon's tail. Further north the shore falls low along a two-mile beach at Slapton.

Blackpool Sands Bay is fringed with pines and the cliffs curve towards the Dart in a string of tiny coves. Dartmouth entrance would be tricky to spot without its row of white coastguard cottages on the west side and a high stone daymark on the east. From seaward you glimpse some houses inside the river, but the scale of Dartmouth's stunning harbour is only revealed as you pass the two castles guarding the mouth.

DARTMOUTH

A cruising classic, Dartmouth's grand port is cocooned in a steep-sided valley with fantastic layers of houses climbing above the river on both sides. Kingswear village faces Dartmouth from the east bank and ferries shuttle between them. The inspiring facade of Britannia Royal



Fishcombe Cove lies just west of Brixham



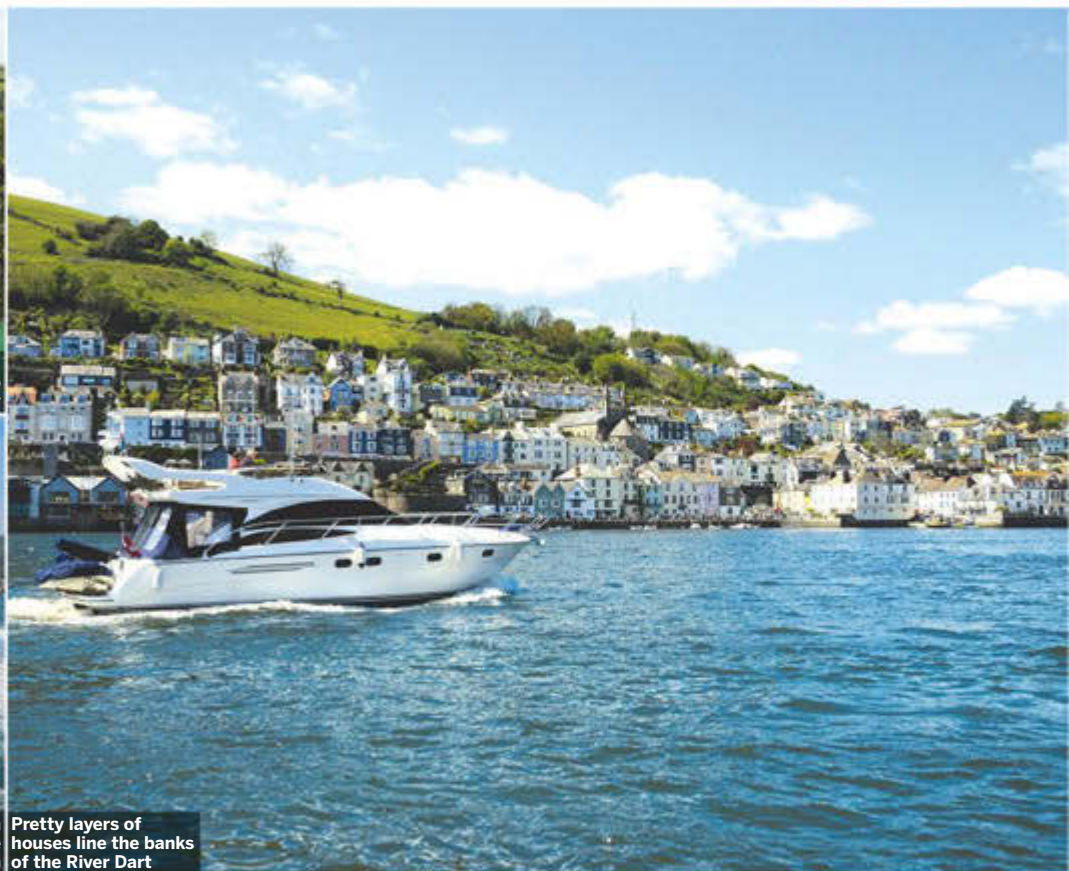
Babbacombe Bay could be a secluded spot in the Med



Sunny Cove is a welcome entrance to the Salcombe Estuary



Blackpool Sands in Start Bay, just round the corner from Dartmouth



Pretty layers of houses line the banks of the River Dart

Naval College overlooks the harbour from its rolling acres of park. **Dartmouth has three marinas:** Darthaven on the Kingswear side, Dart Marina just past the Higher Ferry, and Noss Marina further upstream near an old shipyard. Darthaven has a chandler and travel-lift, and you visit Dartmouth by dinghy or ferry. Dart Marina is next to a comfortable hotel, bar and restaurant and you stroll into town along the embankment.

Exploring the Dart You can cruise two miles inland at any tide to visitor buoys off Dittisham village, handy for the welcoming Ferry Boat Inn and Anchorstone Café. Above half-flood, the river is navigable another six miles to the old port of Totnes. The peaceful Dart valley winds past mysterious creeks, ancient oaks, a few choice manor houses and a vineyard! You glimpse Stoke Gabriel village and pass Duncannon quay before the river snakes away into secret

country. Arriving at Totnes near high water, you can turn just opposite the Steam Packet Inn.

BEST ANCHORAGES

Newfoundland Cove is a handy lunch anchorage just outside Dartmouth. **Blackpool Sands** is a splendid beach two miles west of Dartmouth. Anchor in the east corner outside the swimming buoys and dinghy ashore to Venus beach café. **Redlap Cove** is a 'locals' hideaway between Dartmouth and Blackpool. **Hallsands** is in the south crook of Start Bay, near an old ruined village.

FAVOURITE RESTAURANTS

The Seahorse seafood restaurant is my star choice on South Embankment. Chef Mitch Tonks also runs the Rockfish fish and chip café further along the quay.

PUBS WORTH A VISIT

Don't miss **The Ship Inn** just above Darthaven Marina. **The Floating Bridge** is next to Dart Marina, with cask ales and hearty cooking. My favourite is the pleasantly 'lived in' **Windjammer Inn** run by yachtsman Andy Coombe – a great choice of beers and excellent food.

ROUND TO SALCOMBE

Although Start Point has a tidal race, in fair weather near slack it's an easy run from Dartmouth to Salcombe, looking welcoming from offshore despite the rugged grandeur of Bolt Head on the west side. As you peer in through the narrows, the sun often catches the desirable residential slopes of this peerless Devon town. A few gleaming sails usually show where the channel jinks to starboard past Wolf Rock and Sunny Cove.

Salcombe has no marina, a luxury which has preserved the old style atmosphere of this fun-loving harbour. There are visitor buoys and water taxis, and from a prime site swinging mooring you can watch all the comings and goings. Landing at Whitestrand pontoon you are right in the centre of things and the convivial summer hubbub is rather relaxing. The town is an agreeable blend of traditional Devon and metropolitan chic on hols.

BEST ANCHORAGES

Sunny Cove is just inside Salcombe entrance with a golden sandy beach. **Elender Cove** is a dramatic cleft in the cliffs near Prawle Point, snug overnight in offshore winds. **Hope Cove** is an ideal lunch stop



Tiny Hope Cove is tucked behind Bolt Tail, close to Salcombe

between Salcombe and Plymouth, tucked behind Bolt Tail.

FAVOURITE RESTAURANTS

dickandwills waterside brasserie is on Fore Street (turn left after landing) with a deck overlooking the estuary.

PUBS WORTH A VISIT

The Ferry Inn has bars on three floors, estuary views and a waterside garden. Don't miss lunch at the stylish **Hope and Anchor** in Hope Cove.

RIVER YEALM

A dozen miles from Salcombe, the Yealm is probably Devon's most restful estuary, completely hidden from offshore behind Yealm Head. The first time I approached this coast I doubted there could be a river here at all. The cliffs were deserted, with hardly a house in sight, but then I spotted the leading marks and assumed they must go somewhere. The shallow entrance has a drying bar jutting well across from the north, but is simple enough an hour before high water.

Inside this secret river you can lie alongside a pontoon on the south side of Yealm Pool, beneath a wooded shore. Then Newton Arm forks to the east while the main channel continues north through moorings towards another pontoon. You'll see a packed dinghy landing leading to Newton Ferrers village and its jumbled riverside houses.

PUBS WORTH A VISIT

On the north side of Newton Arm, **The Dolphin** has super views and is next to Yealm Yacht Club with its cosy bistro. On the south side, Noss Creek has **The Ship Inn** on its west bank and **The Swan** on the east.

PLYMOUTH

Plymouth Sound is a historic naval roadstead which catches the imagination as you pass the outer breakwater. To port is Cawsand Bay, where sailing fleets once anchored. Ahead is Drake's Island, the elegant seafront and famous grassy 'Hoe' where the great man finished his game of bowls before chasing after the Spanish. Passing the island you branch to starboard to reach Plymouth Yacht Haven or the two marinas nearest the city – Queen Anne's Battery and Sutton Harbour.

Sutton is a fascinating locked basin in the heart of the Barbican old quarter, surrounded by restaurants, cafés and salty pubs. Queen Anne's Battery is outside the lock, set back from the bustle. Plymouth Yacht Haven is on the south side of the Cattewater, a short ferry ride from the city. But my Plymouth favourite is Mayflower Marina, just into the Tamar a mile past Drake's Island. The pontoons face some fine old naval buildings, now part of a smart development at Royal William Yard. Across the river is a leafy country park.

FAVOURITE RESTAURANTS

Jolly Jacks is a great cruising bistro at Mayflower Marina. Breakfast from 0900. **Rockfish seafood café** is on the east side of Sutton lock and Quay33 on the west. **The Bridge restaurant** overlooks



Falmouth Marina on the River Penryn is a quiet spot to leave your boat

Plymouth Yacht Haven just across the water.

PUBS WORTH A VISIT

The Barbican has pubs galore. I like the **Ship Inn**, on the west side of the harbour north of the lock. If you anchor in Cawsand Bay, don't miss the delightful **Devonport Inn**.

TAMAR RIVER

From Mayflower Marina, follow the channel past two high bridges. Then it's not far up to Cargreen Quay, where you can usually find a mooring. This is the real rural West Country, with patchwork fields sloping to the river and the tides slowly changing the scene. High water brims up to the farm hedges and mud flats creep out during the ebb, exposing tasty morsels for herons and egrets.

BEST ANCHORAGES

Cawsand Bay is a classic anchorage on the west side of Plymouth Sound, where Cawsand and Kingsand villages merge along the shore. **Dandy Hole** is an amazing low tide pool three miles up St German's River. An hour before HW, head west off the Tamar just below the bridges.

CRUISING INTO CORNWALL

West of Plymouth you enter Cornish waters, where the coast looks lush and tempting behind Whitsand Bay. You see Looe Island off the entrance to Looe's long tidal harbour and then the cliffs feel slightly more rugged and remote. Polperro comes next, a picture-postcard fishing village hidden until you reach its gap in the cliffs. Then you see a bright jigsaw of cottages above the tiny harbour. There are visitor buoys here or you can anchor off for a lunchtime stop.

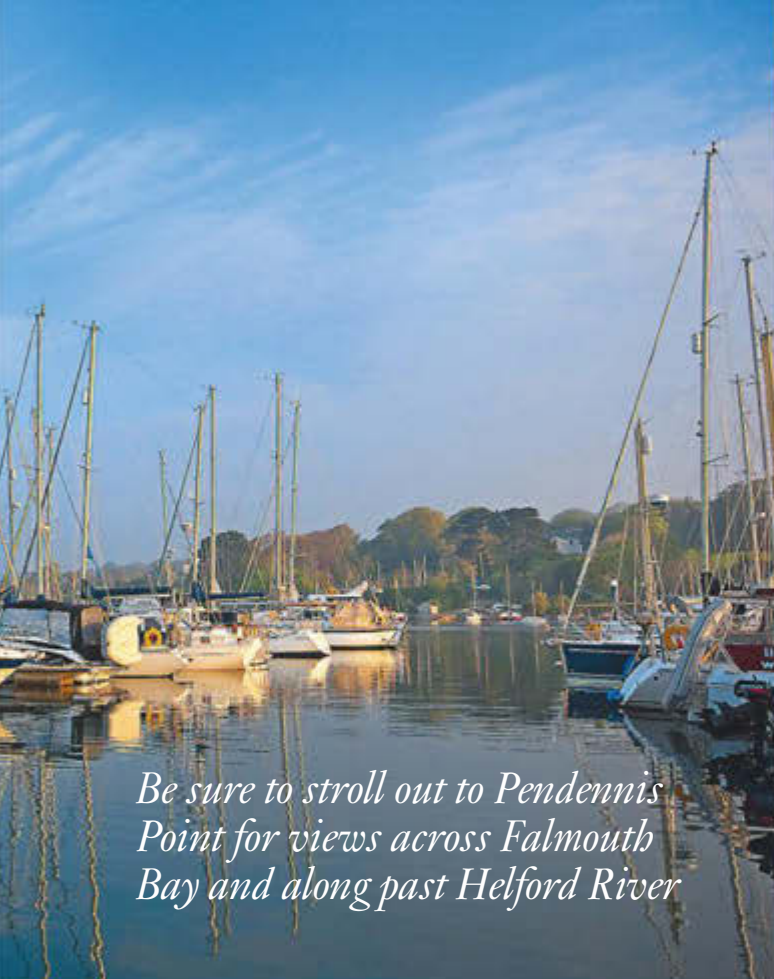
FOWEY

Beyond Polperro, Fowey entrance is marked by a striking red-and-white daymark on Gribbin Head. Inside two 16th century forts, Fowey opens to an impressive harbour still used by real ships. No marina here, but plenty of visitor buoys and a detached pontoon off the east shore. Fowey's streets and alleys are fun to explore and there are pubs and bistros near Albert Quay landing. Polruan faces Fowey on the east shore, a very Cornish village with its own special character.

Mixtow Pill is an attractive wooded inlet half a mile above Fowey, with a long pontoon linked to the shore. A riverside path leads south to Bodinnick village.



The hustle and bustle of Plymouth's famous Hoe



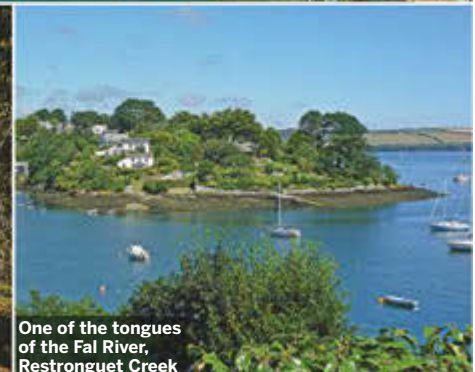
Be sure to stroll out to Pendennis Point for views across Falmouth Bay and along past Helford River



The town of Fowey is fringed with golden beaches



Wooded Mixtow Pill, an inlet just above Fowey



One of the tongues of the Fal River, Restronguet Creek

FAVOURITE RESTAURANTS

We invariably make for **Sam's Bistro** in Fore Street and immediately order the bouillabaisse and a bottle of house red!

The Quay Café at Mixtow Pill is a gem for breakfast, lunch or dinner.

GREAT FOWEY PUBS

Take the quaint car ferry across to Bodinnick and **The Old Ferry Inn**.

FALMOUTH

This historic packet port is tantalising to approach, with tongues of sheltered water stretching away in all directions. To starboard St Mawes village looks exquisitely English, like a colonial outpost in a far-flung land. Straight ahead, Carrick Road glides up to Mylor Yacht Harbour and the Fal and Truro Rivers. To port past the dockyard lies Falmouth itself, with Port Pendennis next to the Maritime Museum and Falmouth Haven off the town quays. Further upstream, Falmouth Marina is a safe place to leave a boat.

Falmouth's old winding streets give unexpected glimpses of the harbour, which has tourist launches, ferries, tugs, fishing boats and large ships moving about. Be sure to stroll out to Pendennis Point for views across Falmouth Bay and along the coast past Helford River.

BEST ANCHORAGE

Channels Creek is a shallow inlet on the Fal two miles above Mylor Yacht Harbour. Anchor off its mouth just above Turnaware Bar.

FAVOURITE RESTAURANTS

The Shed is a lively bistro behind Port Pendennis. **Hunkydory Restaurant** is near Falmouth Haven in Arwenack Street.

Don't miss **Castaways Bistro** at Mylor Yacht Harbour. From Falmouth, take the ferry to Flushing and walk there around Trefusis Point.

HOLIDAY PLANNING

■ If you are based in the Solent or further east, it makes sense to take your boat down to Tor Bay or Dartmouth well before a West Country cruise. This avoids your real holiday being scuppered by Channel depressions.

■ Although a direct 80-mile passage from the Needles is easy enough on a quiet day, you can stay a night in Portland Marina for only 10 miles extra.

■ If you meet brisk westerlies or north-westerlies around Portland, consider keeping close inshore past Chesil Beach, Lyme Regis and Exmouth. The seas will be easier and the trip more interesting for your crew.



Reach the Isles of Scilly and you'll be rewarded with sand as white and water as blue as the Caribbean

The beautiful Isles of Scilly archipelago has piercingly clear water over clean white sand

PUBS WORTH A VISIT

From the north end of High Street, climb to **The Boathouse** on Beacon


Street for great views, beers and cooking. I like **The Seven Stars** over in Flushing village – take the dinghy or harbour ferry.

HELDFORD RIVER

This Cornish estuary is a gem, easy to enter with its back to the west. Larger boats anchor in Durgan Bay, to starboard as you come in, and boats under 15m can lie in the Pool opposite Helford Passage on one of the green visitor buoys. Anchoring isn't allowed any further upstream because of oyster beds. On the north side of the Pool is the stylish Ferryboat Inn; on the south side, the hospitable Helford River Sailing Club is the place for a cheery pint and a bite.

ISLES OF SCILLY

This beautiful archipelago has piercingly clear water over clean white sand. St Mary's is the main harbour, with visitor moorings and a charming old-fashioned town. A few miles north, New Grimsby is a spectacular sound between Tresco and Bryher, with strong moorings and good pubs on both sides. St Agnes is the most south-westerly island, with tiny Gugh nuzzling to the east. Between the two, a drying sand bar creates an idyllic cove for anchoring. The Turk's Head inn perches above the jetty and from its sunny garden you can gaze down at your boat on England's Atlantic edge.

Getting to Scilly Probably only 10% of boats intending to reach Scilly ever get there! A practical plan is to make this a 'Phase 2' trip, perhaps after leaving your boat at Falmouth for a while. Then pick a calm, neapy day to round the Lizard. You can stop in Penzance or Newlyn or, if conditions stay quiet, press on direct for Scilly, 40 miles west of the Lizard with Wolf Rock lighthouse halfway. 

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HOLIDAY PLANNING INFO

TORBAY

		LOA	FUEL
Torquay Marina	+44 (0)1803 200210	30m	D at Brixham Marina
Brixham Marina	+44 (0)1803 882929	18m	

DARTMOUTH

Darhaven	+44 (0)1803 752242	20m	D and P at fuel barge VHF 06, Tel: 07801 798861
Dart Marina	+44 (0)1803 837161	20m	
Noss Marina	+44 (0)1803 839087	30m	

SALCOMBE HARBOUR

Hm tel: +44 (0)1548 843791, VHF 14 **Water taxi:** VHF 12
Fuel: **D** and **P** at Salcombe fuel barge, VHF 06, Tel: 07801 798862

RIVER YEALM

Hm tel: +44 (0)1752 872533, VHF 14 **Water taxi:** VHF 08
Fuel: nearest at Plymouth marinas

PLYMOUTH

Queen Anne's Battery	+44 (0)1752 671142	42m	D and P
Sutton Harbour	+44 (0)1752 204702	23m	D
Plymouth Yacht Haven	+44 (0)1752 404231	45m	D
Mayflower Marina	+44 (0)1752 556633	22m	D and P

FOWEY HARBOUR

Hm tel: +44 (0)1726 832471, VHF 12 **Water taxi:** VHF 06
Fuel: **D** at Polruan Tel: +44 (0)1726 870232

FALMOUTH

Port Pendennis	+44 (0)1326 211211	80m	Falmouth Haven
Falmouth Haven	+44 (0)1326 310990	16m	D and P
Falmouth Marina	+44 (0)1326 316620	20m	D
Mylor Yacht Harbour	+44 (0)1326 372121	25m	D and P

ST MARY'S HARBOUR

Hm tel: +44 (0)1720 422768, VHF 14 **LOA:** Max 18m **Fuel:** **D** and **P** at quayside



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MONTE CARLO 6

Bridging the gap between two different brands, the design-led MC6 is going places, in more ways than one

Text: **Jack Haines** Photos: **Paul Wyeth & Monte Carlo**





The (optional) Besenconi helm seat is electronically adjustable and the perfect finishing touch to the exceptional helm



Galley is a good shape and a veneer of real stone adds class to the plentiful countertop spaces

This picture doesn't do justice to the main deck space – the open-plan saloon and galley are gorgeous



Astonishingly, a mere five years ago the name Monte Carlo Yachts was almost totally unknown. Then the 76 arrived with the €1 billion backing of Bénéteau behind it, design by Nuvolari & Lenard and engineering courtesy of the Seaway Group. Now the range stretches from the 45ft MC4 to the 86ft Monte Carlo Yachts 86 with a 105-footer currently under construction in Monfalcone. It's been quite the journey for such a short stretch of time.

And now we have the Monte Carlo 6, which slips in neatly between the MC5 and MCY 65, providing a bridge between the two ranges. At the same time as attempting to bond this range of highly polished and cleverly designed motor boats together, the MC6 is also under attack from some of the world's best boatbuilders. Princess, Azimut, Ferretti, Prestige, Sunseeker and Fairline all have excellent 60-footers already established in the market. Sixty feet is the sweet spot of these yards' ranges, where owners are skipping their boats but the feeling of space and luxury is ramped up to the max. Style, quality and attention to detail are non-negotiable and more and more these days customers want to be able to make their mark on the boat, so personalisation has to be on offer. Welcome, Monte Carlo, to the next battle.

DESIGN FLAIR

Before we get going, let's address the large elephant in the room with the word 'quality' written on it in big, bold letters. Quality is always going to be under the microscope on a

Monte Carlo because Bénéteau Group is best-known for its mass production of small, affordable motor boats and well-priced sailing craft. I'm going to put this to bed right now; the MC6 feels every inch the luxury 60ft flybridge. Not only is the quality of the materials extremely high but the design is exceptional, too. Monte Carlos have always felt special and MC6 is the best yet. Yes, the likes of Princess and Ferretti probably look a touch more expensive here and there but the MC6 is on the same playing field and for sheer panache, it's arguably better than either of them. The photos struggle to do it justice but in the flesh the subtle textures, details and design touches really stand out.

For example, there are real stone surfaces on the galley counter and the same marble is used on the tops and sinks in the bathrooms, the hand-stitched leather cupboard handles come straight off the luxurious MCY range, the wardrobe doors are finished in woven rattan and, when they pop open, the lined interiors burst with light automatically. Recessed LED under lighting gives a warm glow to all the cabins and bathrooms, and the gauge and quality of the stainless fittings and deck gear is absolutely superb.


The structural build of the boat is right up there too, the Yachts are constructed to an excellent standard and having tested both the MC4 and the MC5 I can attest that those boats feel as well put together as any of their immediate rivals. And, let's be honest, what Bénéteau doesn't know about building production motor boats isn't worth knowing.

There is mouthwatering detail all over this boat, including sunpads that electronically rise

SEE THE VIDEO



mby.com/mc6



Hallway increases the feeling of space and there is room under the stairs for a washing machine

I for one am a huge fan of the Zeus system, especially the joystick integration

out of the teak on the totally flat foredeck. While we're at the bow, it would be rude not to mention the fabulously indulgent light pillars that pop up out of flush fittings in the deck to give you a warm, low-level glow at night.


There is even a sunshade that stows in a dedicated locker in front of the windscreen, which you erect on four sturdy poles to deflect the midday sun. And the optional Besenconi helm seat with built-in tracker ball on one arm and a joystick on the other is simply delicious.

KING OF THE GODS

This is the first time that Monte Carlo has used the Zeus system in place of Volvo's IPS (as chosen for the MC4 and MC5). The decision was made on the basis that 600hp engines would be the perfect match for the MC6 and

there isn't a Volvo IPS system with that exact power rating. This is no bad thing, though; I for one am a huge fan of the Zeus system, especially the joystick integration.

And although the design of Zeus is fundamentally different from the Volvo pod system (with aft facing propellers as opposed to the IPS's forward facing ones) the driving experience of the MC6 is remarkably similar to that of its smaller siblings. It is refined, quiet, unruffled and very capable of quick passage-making without breaking a sweat. The engines are tucked away beneath the cockpit sole so even from the lower helm you can barely hear them doing their thing and, although outright speed is an unexceptional 28 knots, cruising in the low to mid 20s is so serene that you don't really mind.



There is a small bench to starboard so crew can sit with the skipper during longer passages

Table has large folding sections and it rises and drops at the touch of a button

The lower helm is easily one of the finest driving environments I've had the pleasure of

The steering is responsive and light but very controllable and there's fun to be had from the flybridge if you feel like banking her into a few tight turns. It doesn't have the tenacious hold on the water or sportcruiser-baiting handling of the Princess 60, but then not many boats do handle as sweetly as the big Princess.

One of the MC6's (very) few faults is the driving position at the upper helm. It looks fantastic with the floating helm pod and stylish Besenzone chair but the key controls are too much of a stretch from the seat unless you are perched right on the edge. Monte Carlo needs to work some adjustment into that funky seat so the ergonomics work as well as the looks.

The lower helm is easily one of the finest driving environments I have had the pleasure of skipping a boat from. A lot of this is down to the (€13,000) optional Besenzone helm seat but my word does it make the area a special place to be. The helm is raised and centrally located, giving you an excellent view either side of the foredeck, and because it's flat there is no need to peer over the coachroof as the boat climbs on to the plane.

The owner of our test boat has enhanced the helm further by opting for a huge 24in Simrad hybrid touchscreen multi-function display controlled by the aforementioned tracker ball. Overkill perhaps, but very cool nonetheless.

SENSATIONAL SPACE

What is the MC6 like away from the driving experience? Every Monte Carlo has an aft-galley layout and the 6 is no different, but the space afforded by the extra beam of the 60-footer means this setup works better than ever. There is space for a well-proportioned U-shaped galley to starboard, a good shape to jam yourself in if using the galley under way, and there is a generous amount of open counter to prep food plus an optional wine fridge incorporated into the aft end.

Amidships is your main lounging area and it works brilliantly, mainly because it is raised up in line with the big saloon windows giving you an unimpeded view out. The seating is also extremely comfortable and arranged in a sociable U-shape so that everyone can chat easily and see the pop-up television residing just aft of the helm.

The master cabin is utterly gorgeous and finished with the same delightful flourish that typifies the rest of the boat – Monte Carlo has worked hard on its choice of distinctive materials. The circular hull windows are bigger than ever; they look great and ensure there is no shortage of natural light. The flooring on our test boat was teak, which offers a relaxed,

beach-house vibe but some may prefer to spec carpet for a warmer feel.

Monte Carlo has made the novel decision to incorporate the washbasin into the main part of the cabin rather than in a separate heads compartment. Its location under the starboard hull window gives brilliant views out as you brush your teeth in the morning and a mirror cleverly slides across it if you need to see what you're doing or want to block out the light.

Keeping the basin out of the bathroom also means there is space to have separate toilet and showers compartments either side of it. A big-boat luxury and something else that helps the MC6 stand out from the crowd.

Guests are looked after in two splendid cabins; the VIP forward has versatile scissor-action berths. It's blessed with plentiful headroom and, due to a pair of large round ports in each side and two long hatches in the headlining, lots of natural light to help increase the feeling of space. The ensuite is spacious and finished to a high standard, with a stone basin and surfaces plus a proper glass shower door.

Even the third cabin gets sliding berths to switch quickly from a twin to a double, generous amounts of hanging storage and headroom and its own ensuite, which also doubles as the day heads.

There is the option of a small single crew cabin in the transom, which can be left as a storage space if you prefer. You may as well spec the cabin if budget allows as it can still be used as storage and it gives you an occasional extra bed for guests.

Monte Carlo has poured so much thought into the cockpit and foredeck socialising areas that you barely need the flybridge lurking up above. But what a flybridge it is! The most striking aspect is how safe it feels – it is so high-sided and well protected from the breeze, you would feel cocooned even without the ridiculously sturdy hardtop in place.

The layout is perfect for entertaining large groups thanks to a dinette that can easily swallow ten people opposite a wet-bar with all the necessary kit for preparing and cooking food and keeping drinks cool. Then aft, you have a perfectly flat sunbathing area that is well clear of the hardtop so you can lap up the rays. And all of this is designed in such a way that the main walkway is plenty wide enough and no area feels pinched.

VERDICT

The MC 6, then, is a crucial link in the Monte Carlo/Monte Carlo Yachts chain but it also shows just how far this marque has come in five years. Not only is it competing with the



Having the sink in the cabin is a novel idea and split toilet and shower work well





Round window prominent, as it is across the MC range, but this cabin is on another level. VIP cabin is very bright thanks to twin ports and long skylight; berths split into twins.



A separate shower means no waiting for the toilet in the morning.



Guest cabin enjoys plenty of space and sliding berths.



A CLOSER LOOK WITH JACK HAINES

POP-UP LIGHTS

Indulgence verging on gimmick, but you can't help but get a little kick out of these lights every time they spring up from the deck. The first thing to show friends.



BOW SUNPADS

The foredeck is totally flat until, at the touch of a button, two sunpads rise like Transformers from the deck to create the ideal sun trap.



CONCEALED TAP

Found on all the smaller MC boats this elegant, swing-out tap in the galley is a perfect example of Monte Carlo doing all it can to make the mundane joyful.



ENGINE ROOM

A hatch in the cockpit is the way down into the machinery space. A ladder leads you down between the lumps and from there access to the engines and pods is perfectly good.



THE RIVALS

Azimut 60

Price from €1.3m

The big Azimut is dripping with glamour and top-notch detailing. It has a three-cabin layout and twin 800hp diesels, and should be good for a top speed of 32 knots.




Prestige 620


Price from €1.28m

Like the MC6, the 620 uses pod drives but has opted for Volvo Penta's IPS900 system. A more traditional design but very spacious and with three good cabins.




 Plenty of space in the cockpit for freestanding chairs means you have two legitimate alfresco dining spaces



 Hardtop has practical benefits but it also adds a flourish you might expect from a larger yacht

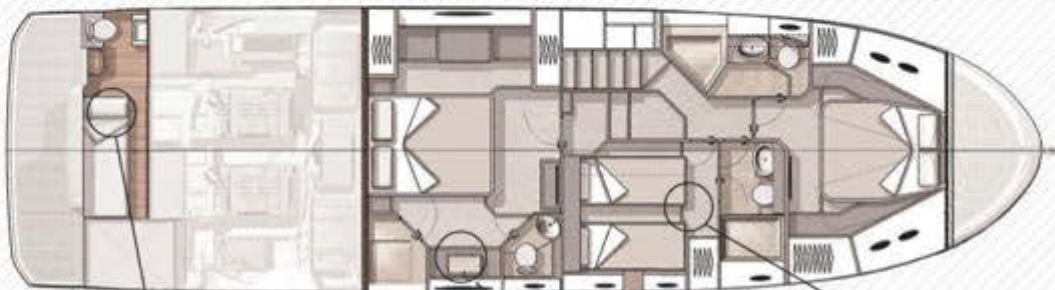


 We really like the signature MC hull colour but some won't. Cream and navy are also an option

THE DATA

LENGTH OVERALL 59ft 9in (18.2m)

BEAM
16ft (4.9m)



Crew cabin is a €6,500 option; if not chosen this area is left as a cavernous storage space

The sink is in the master cabin itself, leaving space either side of it for separate toilet and shower rooms

Beds in the spacious guest cabin slide together to make a large double bed

FUEL CAPACITY
484 imp gal (2,200 litres)
WATER CAPACITY
176 imp gal (800 litres)
DRAUGHT
3ft 10in (1.2m)
RCD CATEGORY
B (for 14 people)
DESIGNERS
Nuvolari & Lenard
Interior: Andreani Design
DISPLACEMENT
19.2 tonnes

Not only is it competing with the biggest of the big boys but it is doing so with real flair

Fantastic design bursting with flair on the bow where the totally flat foredeck is transformed by these electric sunpads



biggest of the big boys but it is doing so with real flair and originality, daring to be different and delivering a real wow factor. The 6 is finished with such care and attention that it could almost carry the MCY moniker.

And yet, despite all this, it still manages to exhibit impressive value for money, the base boat coming in at €790,000 ex VAT. The Azimut 60 and even the Prestige 620 both come in at over €1m, albeit with bigger engines.

For me, performance is the one thing that could deter customers because some people simply want to know they can top 30 knots and

cruise in the late 20s regardless of load or fouling. In reality, the MC6 is an early to mid-20s cruiser but, thanks to a soft-riding, dry hull, you will at least be able to maintain this in all but the worst sea conditions.

Ultimately, the MC6 impresses with the depth of thought and finesse of its detailing; it tugs at your heartstrings with delightful, even playful, pieces of design. Crucially, it also delivers as a first-rate cruising boat with the quality and style to rival the very best that Europe has to offer. **MBY**

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Web: www.montecarloyachts.it

THE HELM VIEW



The Besenconi helm seat is a €13,000 option but it looks and feels so cool. Plus points for the tracker ball and its old school chic!

The centrally located helm makes the view out very good

The 24in Simrad MFD seems excessive at first but you soon grow to love it and wonder how you would live without it

PERFORMANCE

TEST ENGINES Cummins QSC 8.3 Zeus.

Twin 600hp @ 3,000rpm. 6-cylinder, 8.3-litre diesels

MBY FIGURES	ECO				FAST		MAX
RPM	1,600	1,800	2,000	2,200	2,400	2,600	3,050
Speed	10.6	11.3	12.2	14.0	15.7	19.6	23.2
LPH	50.9	71.6	94.6	115	142	166	203
GPH	11.2	15.8	20.8	25.3	31.2	36.5	44.7
MPG	0.95	0.72	0.59	0.55	0.50	0.54	0.52
Range	367	278	227	214	195	208	201

SOUND LEVELS dB(A)

Helm	64	67	62	66	67	68	69	70
Saloon	66	68	70	65	67	68	68	70
Cockpit	79	80	81	77	78	80	81	81

THE COSTS & OPTIONS

Price from €790,000 ex VAT

Price as tested €915,201 ex VAT

Exclusive pack, includes: teak decks, pop-up lights, electric sunpads on bow, 39in TV in saloon, Bose Hi-Fi system, 11kVA generator, leather furniture, teak cockpit table, 16in Simrad MFDs at each helm (two at lower helm, one at upper), twin Simrad VHF, AIS transducer, Simrad 4G Broadband radar, Wi-Fi connection, rear camera, bow thruster, hydraulic bathing platform with integrated dinghy cradle **€122,110**

— = Options on test boat

GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauge, your figures may vary considerably. All prices exclude VAT. 85% fuel, 90% water, 7 crew + minimal stores, 17°C air temp, light swell, F1 for speed trials

BOAT REPORT
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At first *BLUSH*

It's not your usual delivery voyage, but then it's not your usual yacht – we join the crew on board Eddie Jordan's Sunseeker 155 Yacht bound for Monaco

Text: Mike Owen Photos: Mike Owen and Sunseeker



Nav lights, klaxon!" A loud, shocking blast and shouts as crew and skin part company. "Ha! Gets them every time!" laughs captain Sean Read as he and chief officer Danny Clare run through the final pre-departure checks. It's time to cut the chord. Sunseeker's largest boat yet, Eddie Jordan's 155 Yacht *Blush*, is leaving her Poole birthplace bound for Monaco via the Bay of Biscay and Gibraltar.

Farewells made, the yard's project chiefs step down the passerelle for the last time. In

the bridge, Danny dabs a touchscreen and nods to his skipper. "All doors and hatches locked for sea," Sean voices into the handheld radio all crew carry. "Crew, beware, seals on sliding doors activated. Foredeck, Stuart [bosun], do you have an anchor ready?" The affirmative fires back and Sean moves out to the wing station with engine controls and a clear view down the high, four-deck side of *Blush*. The intercom swaps in and out, "Two metres to port, holding two metres, Chris [2nd engineer] just give me clearance on the starboard bow."

To me, given that we're 47 metres long, the marina exiting manoeuvre seems horribly

tight. On board, all remains calm. "Port quarter clear, four metres starboard quarter". The thrusters punch. "Starboard clear, free to go".

With fenders the size of Mike Tyson's punch bag packed away, we shoot out of Poole Harbour at 1800, next intended stop Gibraltar, 1,200 miles south. This is quite some maiden voyage, particularly in mind of the weather legend of the Bay of Biscay.

For Eddie Jordan's full professional crew of ten this is an immersive chance to learn the ways and workings of the boat. Skipper Sean has come to the project late but still some months before launch. He's pretty well acclimatised. The hand-picked crew, though,

Sharing the watch, deckhand Tim Fletcher keeps course conventionally on paper charts as Class and sense require



Alongside under the iconic Rock of Gibraltar, *Blush's* nav-comms stack stands out against the blue sky after a wet and windy ride south



have only joined more recently and this is their first sailing together. Also on board are Sunseeker's own superyacht captain Mark Solomon and chief engineer Richard Lye, here to continue support and systems training.

The pressure is also on with *Blush* due to begin her inaugural charter just days after arrival in the Med. For interior crew Karla, Amy and Fay, beyond learning their kit, this means preparing to transform the accommodation from packed away delivery mode to clean and tidy full service. That brings a body-long list of tasks including cotton-bud, yes, cotton-bud, cleaning of every nook and cranny throughout the entire vessel.

NAVIGATION NOTES

"Port Control, Motor Yacht *Blush* outbound to Gibraltar," calls Sean over the VHF, as he dials up the speed to 19 knots, leaving Old Harry Rocks in our wake, and settles in for a night passage down the Channel toward Ushant. Passage plans have, of course, been lodged with the relevant authorities along with the other extensive documentation *Blush's* commercial classification dictates. But with all the high level intelligent software driving the modern glass-bridge, six-monitor array, everything is splendidly simplified. Inputting the waypoints self-populates necessary data queries, so prescribing the specific charts,

pilots, radio signals and light lists that reassuringly take over the starboard end of the helm console.

With autopilot diligently tracking waypoints, the yacht effortlessly progresses as the crew settles into passage routine. The watch pattern is four hours on, eight hours off, with skipper Sean and I on a dog-leg watch overlapping two others, enjoying both sunrise and sunset – a good perk!

The creature comforts are good too. Exceeding compliance with the newly imposed Maritime Labour Conventions (MLC), *Blush's* crew enjoy facilities many owners themselves would envy.



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In confused seas and building swell, *Blush* pushed on at a pace across the Bay of Biscay, her ride good by design and further aided by mighty Quantum stabilisers



Sunseeker's own superyacht captain Mark Solomon, familiar with this passage, helps pilotage entering the Strait of Gibraltar, Morocco seen to starboard

Personally, I'm doing better still in the guest quarters, my lower deck midships suite giving a flavour of what charter guests will soon be enjoying. The only clue we're in delivery mode are the thick alloy deadlights covering my, and every other, cabin's hull ports. The other comforts are all as though in service: mood lighting, Harman Kardon AV, soft furnishings galore and lux-sprung, comfortable twin beds above a carpet with velvet pile so deep that it not only seductively swallows toes but leaves perfect Man Friday footprints. What a castaway from reality!

The detailing is interesting, too, the cabinetry shrink-wrapped with stitched leather and topped with a textured, fluid metal coating that also protects against marking and scratching. Even my walk-in wardrobes and the dining table and bars in the two saloons on main and upper decks share this durable, stylish topping.

CRUNCHING THE NUMBERS

Batting along at 17.5 knots on 1,790rpm in a gentle swell, we transit the shipping channel just to the west of Casquettes TSS (Traffic Separation Scheme), the ship's central monitoring system reporting consumption as 550lph, before rising to 900lph as we up the pace to 19.5 knots. The planned average is 700lph. No problem – with a verified 5,700-mile range at 11 knots from the new, semi-displacement hull form, twin 2940PS V12 MTUs and a substantial 60,000 litres of fuel, there'll be no refuelling en route.

With a change of watch, bosun Stuart gets an update from Mark on the latest Furuno radar tweaks. There are two sets, enabling different range and view settings for rapid situational understanding. Mark's very familiar with this run, "All the way down to Gib, the traffic's pretty untroubling. Just gets more interesting as you come into Gibraltar, especially with the Moroccan drift netters who can get a bit shouty! But it's easy for us to stop, start and swing around."

And it is. At 21 knots full chat, the 155 effects a crash stop in just four boat lengths and turns a complete circle in the same short distance with minimal inward lean.

During the first night we maintain 1,900rpm and 19 knots through the water, but with the wind building to Force 5 as we enter the Ushant TSS at 0730 we cut to 16 knots at 1,600 rpm and a kindlier 500lph.

All targets on radar lie behind us, ahead, steering 208°, just the empty Bay of Biscay, and in the strengthening head wind a full 36 knots apparent across our decks. To which we're immune! With Sunseeker's proprietary, Tijssen-style electronic management system monitoring virtually every single function on board, and with ten strategically sited CCTV cameras, there's no need to leave the twinned, hi-tech conning seats as we begin our wave-plunging ride south. The view is commanding and there's even armrest-inset mouse control of the console displays.

By mid-afternoon we're slowed to 14 knots with the forecast showing we're better not rushing to round the distant Cape Finisterre

into even worse weather. I do rush, though, to the beach club saloon on the lower deck aft to enjoy the wind-blown wake, giving an incredible sense of speed. The shout goes up, "Dolphins! Lots of them."

Come 2100 the wind's risen to Force 6 and in a foul four-metre swell we knock the speed back to 10 knots and 53lph on each engine.

Given the seaway, skipper Sean is pleasantly surprised by the motion. "You know, this is really good, despite the light weight, it's much more like my previous boat, a heavily built steel 42 metre yacht." An interesting comparison because *Blush*, at just 270 tonnes, with its innovative, single-infusion, carbon ring beams, floors, main deck and detailing, is around 150 tonnes lighter than a steel equivalent. It's this weight advantage that is also the key to its impressive performance and fuel economy.

Through night two, the wind settles around 25 knots but with more than 30 knots of apparent wind and, unfortunately, confused five-metre swells, Biscay lives up to its infamous reputation. Impressively in my midships suite, aided by massive Quantum stabilisers, life carries on almost as normal, still showering and sleeping well, that deep mattress actually lulling me with a comforting, body-floating gentle rise and fall.



All systems aboard *Blush* are remotely monitored, still Chief engineer Mark Cryer does his regular rounds

Forward, where movement is greater, some crew begin to suffer as occasional bursts of green water blow back over the pitching bow, drenching the wheelhouse and testing the seven big screen wipers to their limits. "Whoa, there's a big daddy," says Stuart, "Hang on to your hats." Speed goes to just under 8 knots.

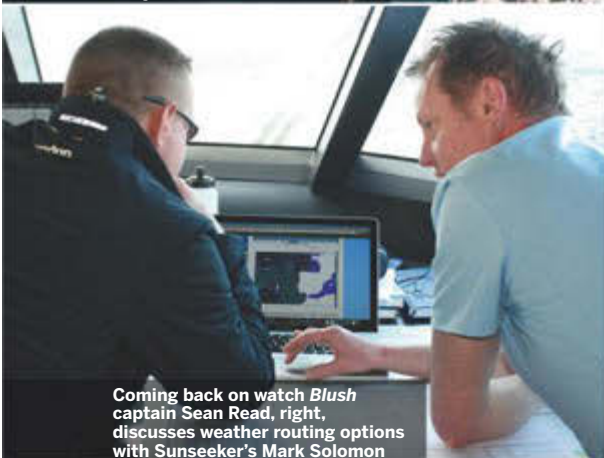
He briefly considers heading in towards the shore, as waiting it out might beat slogging on at low speed, but the decision is to keep course for Finisterre and then head into Vigo, just north of the Portuguese border, to sit out the next impending front.

BETTER THAN EXPECTED

Finally towards nightfall, after a day spent plodding onwards at 10 knots and a while down to 6 at a straw-thirsty 30lph, the wind veers and drops. Revs climb, the miles disappear and at 0600 on day four Vigo lifts out of the gloaming, its sodium orange light show a welcoming fanfare. Coming in bang on high tide at 8 knots and with three miles to go,



Blush's long maiden voyage delivered her direct from the yard in Poole to an immediately busy Med charter season



Coming back on watch *Blush* captain Sean Read, right, discusses weather routing options with Sunseeker's Mark Solomon



Best foot forward, the Gill uniform footwear takes a turn on deck with stormy sea state reflected in the main deck glazing



Blush ties-to in Vigo towering over all others while crew draw breath and refresh, sitting out another front punching through

the red night-lit radars scan the unlit fishing fleet scurrying in and out of the channel. Crew with radios in hand hang over the rail to eyeball net and pot markers.

"Going to hand steering, stabilisers off, testing thrusters... don't be alarmed if we veer off," warns Sean by radio, running through final checks. Then closing in on the dock, guiding *Blush* backwards side-to, warps are made good and Sean calls, "Secure all round, thank you everybody. A bit of an induction but good to have it like that. I'm really pleased with the way that everything's worked."

Chief engineer Mark Cryer reports also, "... only the smallest of issues, and we've averaged just 300lph, which is tremendous. I'd normally expect 300lph on each engine."

Happy also was Liberato Mazza, Eddie Jordan's personal chef aboard who, despite not feeling too well for a while, continued to create excellent, full menu meals through even the worst of all those unpleasant seas... and kept smiling, despite the few takers!

In the morning's rain, the crew crack on and a freshwater scrub-down rids the worst of the salt. It's then time to rest and enjoy old colonial Vigo while the second front builds and blows through, releasing us early next morning for the final, flatter, sunnier run down to Gibraltar, another 600 miles on but fast whittled away in a day and a half.

Early evening in half viz a silver sun turns the sea to pure mercury before fog again intermittently obscures, our horn sounding its long single blast every two minutes – motor vessel under way... at 19.5 knots.

The waypoints tick away, next is WP26 Cape Vicente, and across the Bay of Cadiz. Good to have easting in our course. Radar and AIS pick up a small target close by, a sports fisherman a long way offshore. At 1430 another meeting, we overtake *Sonos of Eire*, a Nordhaven 42 also heading to Gib at 7 knots and liking the look of *Blush*, as Danny and deckhand Tim learn in a quick radio chat. Then at last WP30, Gibraltar TSS.

Passing through the Strait is a bucket-list must, the quixotic near meeting of two continents so different. And in the shipping surrounding us there's extraordinary contrast, from tiny local fishers to *Emma Maersk*, the world's largest ship, 397 metres long, and outbound. No question – we give way!

With wavelets lifting in the 18-knot easterly funnelling through the Strait we press on at 19 knots then round towards the iconic Rock of Gibraltar, six days after leaving Poole. The boat's local agent has booked the fuel quay and we top up. Wow... 40,000 litres at 350 a minute! Then it's off to an overnight berth and Sean makes a call back to Ireland. "Hi, just to tell you we're here and all fast." "I know," laughs Eddie Jordan. "I'm watching you!" You're never alone with marine traffic apps.

The forecast for the final 800 miles to Monaco gives wind at 5 knots, visibility good, swell 20cm. No excuses, tomorrow it's on with the deep clean and the start of a long, busy season on *Blush*. **MBY**



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THE GREAT GATSBY

As ambitious and intriguing as its namesake, with space for 12 the first Navetta 30 is a superyacht in all but name

Text: **Alan Harper** Photos: **Filippetti Yacht**

What do you do when you want all the trappings of a superyacht, but without the size? That was the conundrum faced by the owner of *Gatsby*, the first of Filippetti's new Navetta 30s. He'd had it with planing boats and wanted a roomy, displacement

passagemaker, not just for family use but also with enough cabins to make it a viable charter proposition. But he also had a terrific berth in Montenegro, which he didn't want to change. And the berth was 30m long.

This sounds like a case of quarts and pint pots, but Filippetti rose to the challenge. An already voluminous design, with a broad-beamed, round-bilge hull form and bulbous bow, the two-and-a-half deck Navetta 30 was conceived as a long-range cruiser, fitted with economical engines – although with enough power to push beyond displacement speeds if necessary – along with a whopping fuel capacity of over 20 tonnes. In response to its new customer's requests, the standard layout was amended to fit in a sixth cabin. And that wasn't the only bit of modification that the owner had in mind: in search of the true superyachting experience, he demanded a customised master suite that could rival those aboard yachts of 35m or 40m, or even more.

So although from the outside *Gatsby* looks like a standard Navetta 30, inside it's something else. The entire upper deck is the owner's domain, with a compact but dramatic sleeping area surrounded by that sweep of windows, as well as a huge dressing room and well-appointed bathroom, a worthwhile office, and access outside to the aft deck. It is a spectacular suite worthy of a serious luxury hotel, and it is a complete surprise aboard a yacht which is, after all, less than 100ft long – and that's before you investigate the forward-facing doors and step outside on to the terrace. Sheltered from the breeze behind a wraparound glass balustrade, with space for a breakfast table and a couple of loungers, this is a fabulous place to relax, whether in port or under way, and a unique feature for a yacht of this size.

One trade-off for this owner's indulgence in granting himself an entire private deck is that the wheelhouse is down on the main deck rather than the skydeck, and while the view forward is adequate, it could be better. The main deck layout is also compromised – not as a consequence of the upper deck owner's suite, however, but by the owner's wish to have a VIP suite on the main deck. This simply had to be placed in the only available spot, behind the wheelhouse. As a result it not only steals space from the wheelhouse, but also makes life awkward for the crew, who can only get forward from the saloon or galley via the side decks, which are themselves impeded whenever the heavy-duty wheelhouse doors are open. The VIP suite, meanwhile, feels a little pinched for space and rather short-changed in the window department.

ENTERTAINING FOR A DOZEN

Making the Navetta 30 a six-cabin yacht has a knock-on effect in the saloon, too, where the dining table and sofas need to be big enough to accommodate 12 people, rather than the ten originally envisaged by the designers. So in places it's a bit of a squash.

Down on the lower deck, normality returns with four comfortable guest ensuites, two doubles and two twins, which follow the



Running the revs

The generous beam provides plenty of space for maintenance in the engine room for the pair of 1,200hp MTU 8V 2000 M93s

The dining area on the main deck is part of the open-plan saloon, and the table extends to seat 12



The private terrace on the upper deck

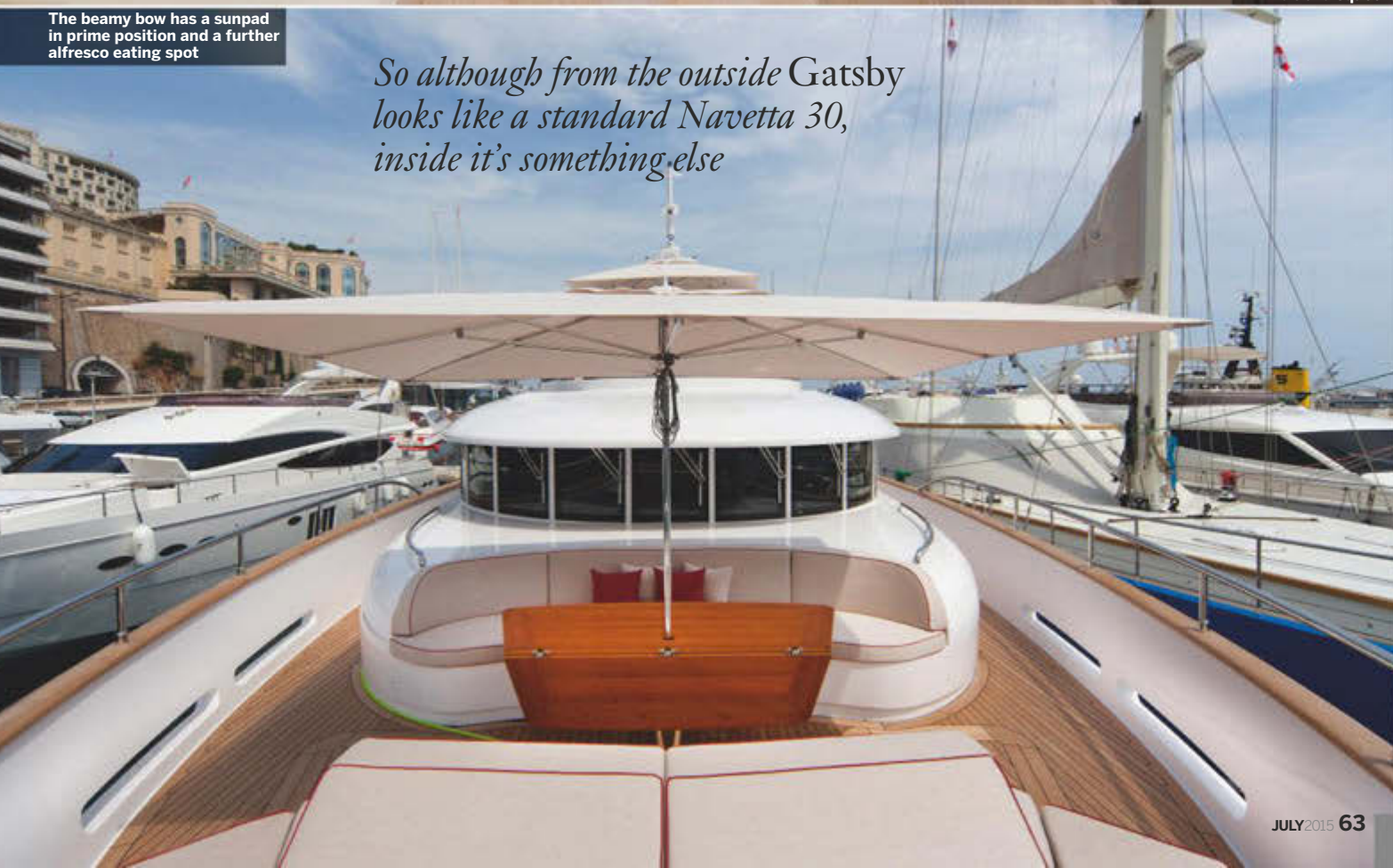




Despite the width of the beam, seating for 12 in the saloon is a bit of a squeeze

The beamy bow has a sunpad in prime position and a further alfresco eating spot

So although from the outside Gatsby looks like a standard Navetta 30, inside it's something else



standard layout. Each has three hull windows and an opening port in the head, plenty of stowage space and a generous 6ft 8in (2.03m) of headroom. There are also two ensuite twin-bunk crew cabins aft, along with a small mess, and a remarkably luxurious captain's cabin in the bows, with access down from the wheelhouse – this, on the Navetta's standard layout, is where the owner's bathroom would be. Space is certainly not a problem down below.

The Navetta's generous beam is also shown to excellent effect in the notably spacious cockpit, which has a crew walkway around the back of the sofa – a very useful feature, more often seen on bigger yachts. Another comfortable alfresco seating area can be found at the bow, its table and bench seats shaded by a parasol, while two levels up there is a small but very private and elevated sundeck. The aft tender garage, concealed behind a fold-down transom hatch, which forms a generous beach area, is suitable for a small RIB and a personal watercraft.

GOING PLACES

With its full, rounded hull sections, drag-cheating bulbous bow and a waterline length of just under 87ft (26.50m), the Navetta's theoretical maximum speed in displacement mode is just on 12.5 knots, which with the MTUs comes up at an easy 1,600rpm. At that speed the fuel is flowing at a relatively economical 35gph (158lph) and even allowing for our customarily conservative reserve, the Navetta's enormous tanks give it a cruising range of over 1,700 miles. Slowing down to 11 knots adds another thousand, while ten knots gives a transatlantic range – in both directions. More realistically – this is not a yacht designed for ocean crossings – a 27,000-litre fuel load makes the Navetta the sort of vessel that can fill up duty-free in Gibraltar once a season then cruise far and wide in the Mediterranean for months on end.

One of the best things about a true displacement hull is its ability to cruise comfortably and quietly enough to make night passages an appealing proposition. Getting to sleep shouldn't be a problem on the Filippetti: sound levels under way barely troubled the meter, registering less than 55dB(A) in the wheelhouse at cruising speeds. The loudest noise in many areas of the boat was the faint hiss of the air-conditioning. Of course, when we pushed the throttles home the needle flicked up in protest, but not as much as the fuel gauges: the consumption penalty that comes with charging along at maximum speed is such that you'd need to be in a very serious hurry to even contemplate it.

But *Gatsby's* owner is clearly not in a hurry – not any more. He's a graduate from planing craft, and bought his new yacht specifically for what she does best – slow and virtually silent long-range passage-making in considerable comfort. As an affordable 12-berth charter yacht she will also no doubt prove popular, although it's the 12 berths that prevent her from being the ultimate cruising machine that she aspires to be. The owner's decision to place his suite on the upper deck was inspired, but adding a main-deck VIP cabin was perhaps a little ambitious. Retain the spectacular master suite, however, and revise the main deck layout to improve the wheelhouse and galley, and Filippetti's Navetta 30 would indeed be a class-leading mini-superyacht – and living proof that sometimes you can fit a quart into a pint pot. **MSY**

Contact www.filippettiyacht.com



On *Gatsby*, the master ensuite enjoys prime position on the upper deck



Life's a beach

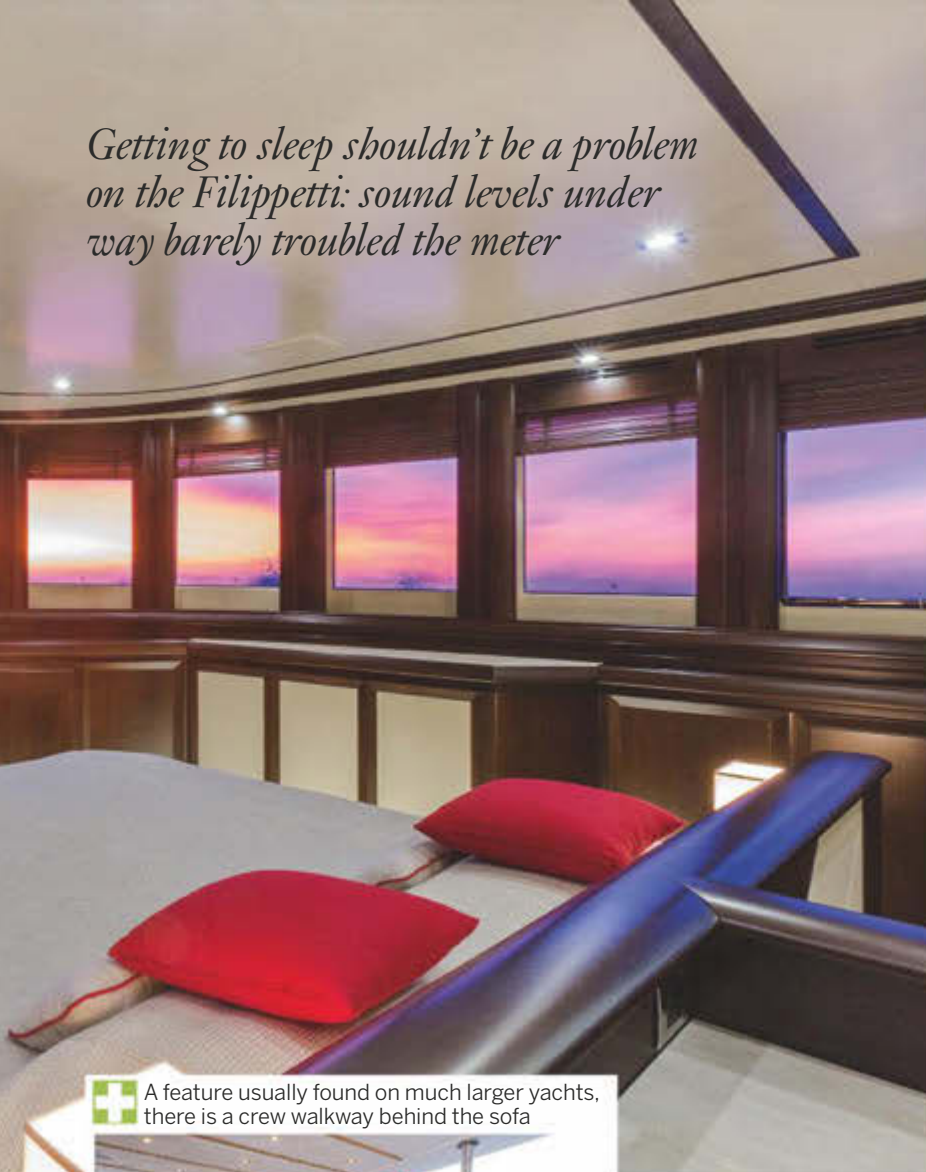
The roomy tender garage has space for a RIB and a personal watercraft, while the transom hatch folds down to create a generous beach area



Here, the VIP is on the main deck but loses out on the window front



Getting to sleep shouldn't be a problem on the Filippetti: sound levels under way barely troubled the meter



A feature usually found on much larger yachts, there is a crew walkway behind the sofa



The owner's suite on the upper deck may not be the most spacious but it has to-die-for views

THE DATA

SPECIFICATIONS

DRAUGHT 6ft 7in (2.00m)

FUEL CAPACITY 5,939 gal (27,000 litres)

WATER CAPACITY 814 gal (3,700 litres)

DISPLACEMENT 155 tonnes (full load)

TEST ENGINES

2 x 1,200hp
MTU 8V 2000 M93

OPTIONAL ENGINES
2 x 885hp Caterpillar C18

TOP SPEED ON TEST

16.1 knots

CRUISING SPEED

12.5 knots

PERFORMANCE
(range on 80% fuel)

2,250RPM
16.1 knots, 100.31gph,
0.160mpg, 760nm

2,000RPM
14.7 knots, 68.63gph,
0.214mpg, 1,017nm

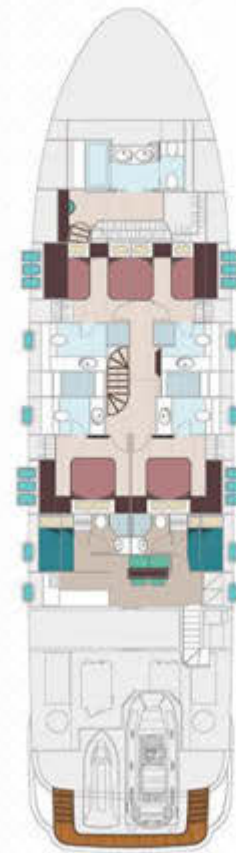
1,800RPM
13.9 knots, 51.25gph,
0.271mpg, 1,287nm

1,600RPM
12.5 knots, 34.76gph,
0.360mpg, 1,710nm

1,200RPM
10.0 knots, 6.16gph,
1.623mpg, 7,709nm

DESIGNER Filippetti Yachts

PRICE On request



LENGTH OVERALL 99ft 9in (30.40m)

BEAM 24ft 6in (7.48m)

With 27,000-litre fuel tanks, the Navetta 30 has a range of over 1,700 miles and a comfortable cruising speed of 12.5 knots



On our first day in Ithaca, after a trip across from Kefalonia over an exceptionally calm sea, we've found an anchorage that's as near to perfect as possible. On the hillside, just one villa takes advantage of the incredible view. Ay Nikolaou has a small beach dominated by four massive eucalyptus trees, sturdy trunks the colour of bleached bone supporting a shaggy mass of deepest green leaves, which in turn provide massive pools of shade along the shore. There are just a handful of yachts already here so we drop anchor and within minutes, drop ourselves into the water where we're instantly surrounded by a shoal of fat, inquisitive fish.

Back on board, I drink in the view while feasting on swollen, crimson cherries from Fiskardo market, the flavour exploding on my tongue and juice dribbling down my chin. In the middle of the bay is a tiny island, inhabited only by noisy seabirds, and we take the dingy over to explore it. A tiny church stands at the highest point with a large bell hanging outside, begging to be rung. Frank duly obliges and the birds rise indignantly into the sky. After 30 minutes or so, the noisy swearing in the air above suggests we have overstayed our

welcome and, fearing airborne missiles, we leave the birds to their solitude and return to the coast of Ithaca to investigate the coves and anchorages near to where our Azimut rocks on a gentle swell.

Aware by now that the wind rises in the mid afternoon, we are ready when the first blast blows in and decide that, rather than remaining in situ, we will move to a sheltered one-boat anchorage that we spied on our dinghy trip, between here and Frikes. We don't know it yet, but our decision to move will bring us as close to disaster with *Zaffina* as we have ever been.

THRUST INTO DANGER

At our chosen spot, which is an attractive, well-positioned but very narrow creek necessitating a line ashore, Frank manoeuvres *Zaffina* into position and prepares to drop the anchor, but the first error of the day is mine; I haven't removed the safety catch on the anchor chain and so nothing happens. With an apology, I rectify the problem and Frank swiftly brings her back into line. This time the anchor goes down smoothly and holds, but as I descend the bathing ladder, ready to swim for the shore with a rope, a call from the flybridge brings me back on board; the anchor chain is jamming and we can't put out as much as we need. Instead, we haul it all back in and move to the

TROUBLE IN PARADISE

Among the serenity and beauty of Ithaca,
Zaffina faces her darkest hour

Words and pictures: Fiona Walker

Zaffina secure
with a bright
yellow line



Zaffina takes advantage of the solitude in Ay Nikolaou

Exploring a tiny islet near Ay Nikolaou

Another of the tiny islets near Ay Nikolaou



THE AUTHORS

Frank and Fiona Walker spend their summers cruising the Med in their Azimut 62, *Zaffina*. This year, they're exploring the Ionian Islands



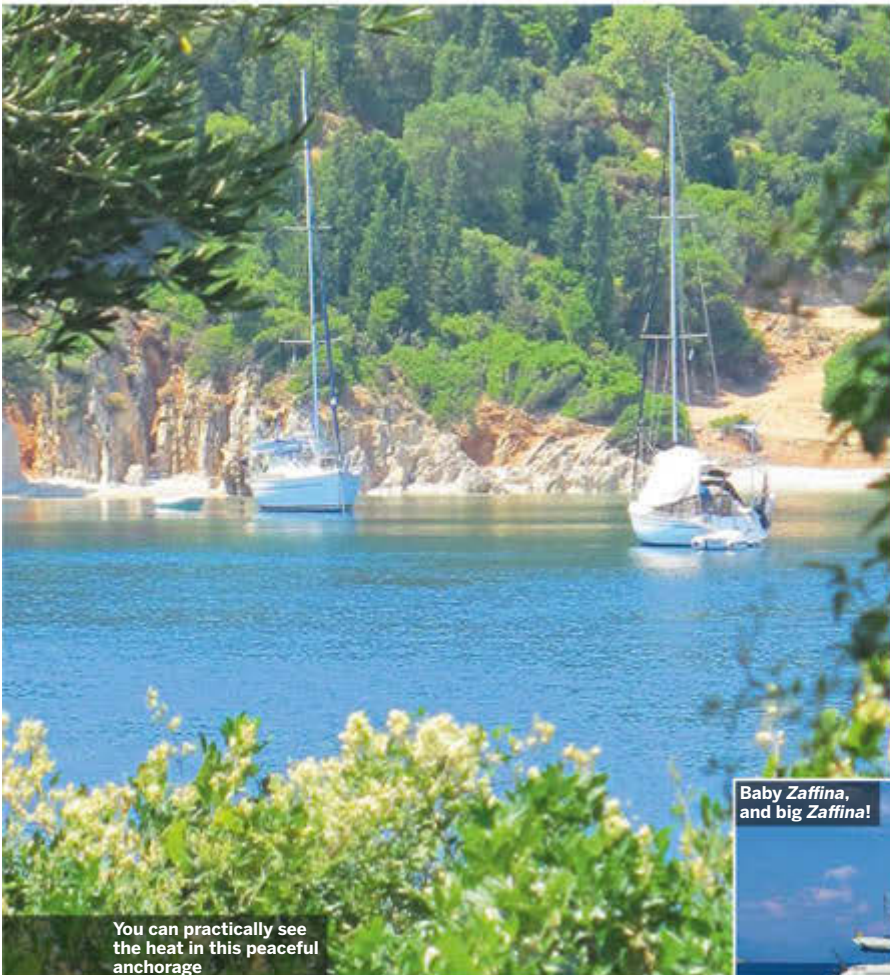
centre of the bay and deeper water, where we clear the blockage and test the anchor again. This time it works perfectly, so for the third time, Frank manoeuvres *Zaffina* into position and we drop back into the narrow cove. Once we are confident that the anchor is firmly set, I take to the water with a rope and Frank moves from the flybridge down to the cockpit, where he can use the thruster remote controls to move the boat and also feed out any more line I may need. Just before I reach the rock I have chosen to tie up to, I turn back to *Zaffina* to call for more rope but the words stick in my throat. To my utter horror, I can see Frank looking intently at the controls in his hand, clearly with a problem, and little realising that the boat has blown off course and is almost on the jagged rocks of the opposite side of the creek. I find my voice to scream at him and he looks up, immediately taking in the situation. Dropping the hand controls, he runs up to the flybridge but still she drifts and I wait to hear that dreaded crunch that tells me boat and rocks have made contact.

With just seconds to spare, Frank swings the stern around and *Zaffina* is out of immediate danger. She rapidly pulls forward into deeper water but I am holding on to the line, which is still attached to the boat and, terrified that if I let go it will spring back, get caught in the props and render *Zaffina* uncontrollable, I cling on for dear life. Like a fallen waterskier, I am dragged through the wake at what seems like a terrifying speed, sucking in mouthfuls of water before I manage to scream another warning to my husband. Now in the safety of deep water, he returns to the cockpit and pulls me in gently, admonishing me for putting myself in danger before he understands my reason for holding on so tightly. I climb back on board with shaky legs and sit on the bathing platform until the excess salt water has its traditional effect and I vomit a stream of pink cherry skins into the sea.

Later that evening and back in our original anchorage after failing to find a more sheltered position in which to spend the night, we have a debriefing over the events of the afternoon. Frank admits that the fault was a simple one: in his haste, he held the hand controls for the thrusters the wrong way round, and when he pushed the joystick to move us to port, we were in fact going rapidly to starboard on a trajectory straight towards the rocks. It is a lesson well learned; the mistake brought us to the brink of disaster, but fortunately there is no lasting harm to either ourselves or *Zaffina* and we both know that this particular error will not be repeated. Life on board a boat is a continual learning curve!

CRUNCH TIME

We soon discover that Ithaca offers a wide and varied choice of anchorages, and over the next few weeks we enjoy a number of them. In the far south, Ay Andreas is a beautiful inlet, sheltered from both the north-east and north-west winds so prevalent around here. It is also popular, especially with charter yachts, and it is a good idea to



You can practically see the heat in this peaceful anchorage

The air has a unique smell to it: eucalyptus and pine, warm sunshine on bare earth, and a hint of goat



Baby Zaffina, and big Zaffina!



get here early in the day in order to grab a good position. But unfortunately, an early arrival doesn't necessarily guarantee security! We are just the third boat of the day to moor in this picturesque bay and soon relax into the important chores of swimming, eating and sunbathing while keeping an eye on the comings and goings around us. As the day goes by, the anchorage fills up and then starts to empty again, but we are smugly confident of our secure position and intend to stay here for the night, little realising that in pulling their own hook up, one of the departing yachts has also dislodged ours. Frank suddenly notices that we are off our marks and moments later the depth alarm shrieks a warning. He runs to switch the engines on while I jump into the water and make a rapid swim to release our ropes, but a sudden gust hits *Zaffina* on the beam and propels her straight towards a nearby yacht. Before Frank is able to regain full control, a nasty crunching sound tells us that we have made contact. Fortunately, the damage is minimal. Rather than re-mooring among a tangle of anchor chains, we leave Ay Andreas and seek out another bay a short distance to the north. Here, to our relief, there is room for only one boat and we are soon made fast both to the sea bed and the rocks on either side of the bay.

BILLY THE GOAT, AND FRIENDS

Frank wakes me early the following day and guides me up into the cockpit. "Look," he smiles, pointing to the shoreline, and in the soft morning light, dozens of goats of all colours and sizes are balanced precariously on the nearby rocks, drinking the seawater and bleating greetings to one another. It is a beautiful sight, and for almost an hour the goats remain at the water's edge before the warmth of the sun starts to permeate the day and they head for the cool shade of olive trees further up the hillside.

Although we're getting to know the east coast of Ithaca quite well, we haven't yet been into the tiny capital, Vathi. We glide over a sea as calm as jelly, dropping our speed to just 10 knots and nosing into a number of bays along the way as we enjoy the sort of sublime conditions that we dream of when we're away from *Zaffina*. The inlet leading up to Vathi is reminiscent of the route to Stari Grad on Hvar and we share memories of last year's cruising until the little town comes into sight between two headlands. A handful of pastel hued houses line the shore and climb the hills behind, and

along the seafront the ubiquitous Greek restaurants have increasingly bright awnings, providing shade for the multi-coloured tables and chairs set out beneath. The town seems to be in a time warp; little can have changed in the last 50 years or so and whatever problems Greece is facing are forgotten here, just an absence of visitors hinting at the grim economic situation of the country.

Pretty though it is, the town has little appeal for us and we are eager to be back at anchor. We return to Ay Nikolaou and, moored in a mere 2.2 metres of ice-clear water, enjoy a peaceful night sharing the bay with just one other boat. Before the sun is too high the following morning, Frank and I take a walk up the hillside, accompanied by numerous gliding butterflies and serenaded by raucous cicadas, as agile grasshoppers leap across our path and occasionally straight into us! Our way is criss-crossed with spiders' webs and silken strands sweep across our bare arms, the tiny dark arachnids woken from their morning siestas by the sudden pull on their elaborately spun flytraps. The views of the bay are simply breathtaking and I am compelled to stop every few minutes to frame yet another photograph. The air has a unique smell to it which we will forever associate with Greece: eucalyptus and pine, warm



Wild goats enjoying the fresh morning water



Little white-washed chapels line the coast of Ithaca



The bell crying out to be rung



On rope retrieval duty



With so many pretty islets near Ay Nikolaou, it's easy to see why we hung around



Not a soul to disturb us, thankfully!

sunshine on bare earth, and a hint of goat thrown in for good measure. Dogs bark as we pass and then retire to pant in the shade once we are at a safe distance, and from the top of the hill we can see across regimented olive groves to the channel between Ithaca and Lefkas, which is violet in the haze and mill pond calm. Life is good.


ADVENTURES IN THE DARK

As the summer progresses, we make many more trips to the inviting shores of Ithaca, and whenever we have guests on board we introduce them to this pretty island. And despite our misadventures early in the season, most of those visits are trouble free...but not all!

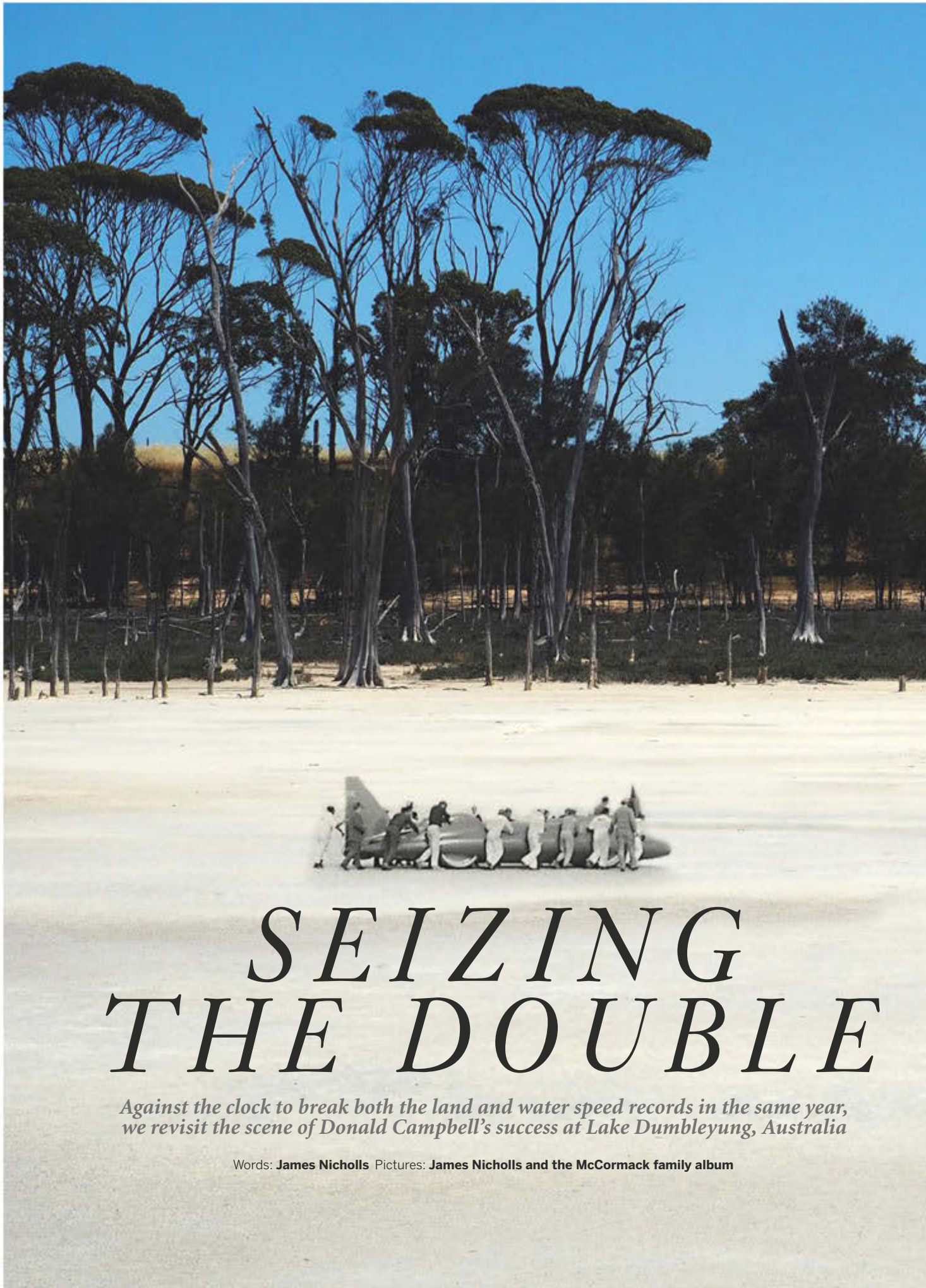


A drooping eucalyptus tree provides some welcome shade

At three o'clock one morning Frank utters those words I dread hearing in the middle of the night: "I think you'd better get up." I haul myself from sleep and go, bleary eyed, to the saloon, assuming that the anchor has moved or the wind has come up with a vengeance but tonight we have a new problem. The generator battery charge has suddenly plummeted from 12.5V to 6.3V and unless we can get the batteries charged, we may not be able to move from this anchorage later in the morning. As my brother-and sister-in-law are due at the airport in a few hours time, this would present considerable difficulties and the thought of them extending their holiday is enough to prompt Frank into immediate action! Tim and I take the dinghy ashore and I thank my lucky stars that he is with us as otherwise I would be taking a midnight dip to retrieve the rope, which is hooked around an outcrop of rock on the beach to prevent us swinging. Frank remains on board, using the thrusters to keep *Zaffina* away from other craft sharing the shelter of this anchorage and once rope, dinghy, Tim and I are safely back on board, we head off into the dark. I have never made a night crossing before and despite the fact that my brain feels rusty from lack of sleep and my eyelids are leaden, I have to admit that this is a magical and beautiful way to travel. I'm not sure that I would be so entranced by it if the conditions were anything less than perfect but tonight the wind is minimal, the sky is littered with millions of twinkling stars and we know from our previous daylight excursions that the chances of running into a pot around here are almost zero.

Frank charts a course back to Agia Efimia, a little port we have previously visited on Kefalonia, and at 4.30am we glide through the entrance and quietly and efficiently make fast on the quay. Annabel somehow sleeps through almost the entire journey, woken only briefly when the thrusters, which she later maintains are situated somewhere directly under her bed, roar into life. With a collective sigh of relief, we return to our slumbers for a few brief hours before the taxi arrives to take our guests to the airport and Frank and I make plans for our next destination, Lefkas, to the north. 

Next month: Lefkas and Meganisi

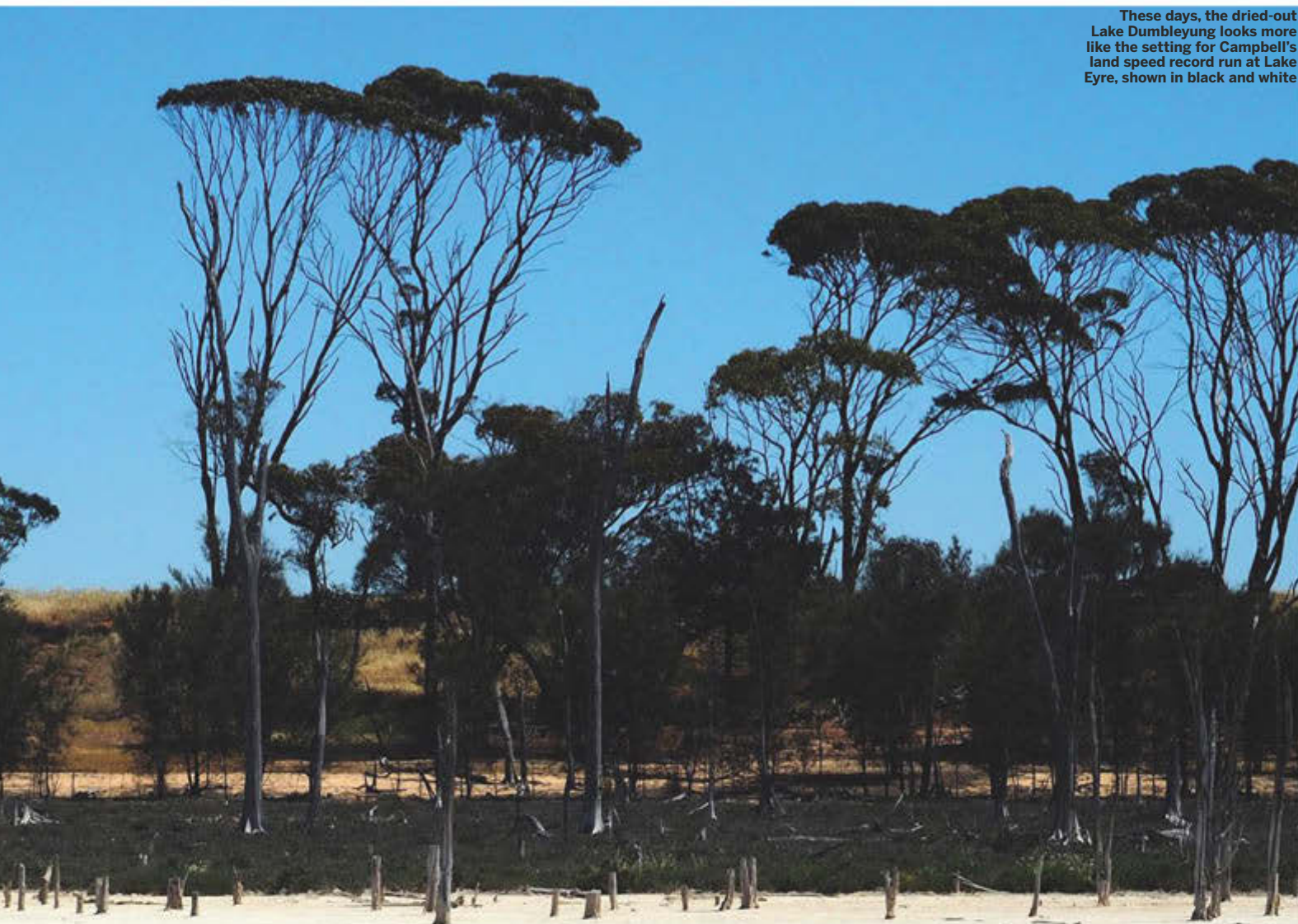


SEIZING THE DOUBLE

*Against the clock to break both the land and water speed records in the same year,
we revisit the scene of Donald Campbell's success at Lake Dumbleyung, Australia*

Words: **James Nicholls** Pictures: **James Nicholls and the McCormack family album**

These days, the dried-out Lake Dumbleyung looks more like the setting for Campbell's land speed record run at Lake Eyre, shown in black and white



Much has been written about Donald Campbell's final world water speed record attempt, which ended so tragically on January 4, 1967 when *Bluebird K7* backflipped into oblivion on Coniston Water, but the Englishman's previous attempts at the record have faded largely into obscurity. Arguably the most remarkable of these occurred at Lake Dumbleyung in Western Australia in December 1964. Having already set a world land speed record of 403.1mph in his *Bluebird CN7* car on the dried-out Lake Eyre in South Australia five months earlier, Campbell set out to do something which nobody had ever done before – break the land and water speed records in the same year.

The fact that he already held the world water speed record, which he had increased each year in 1955, 1956, 1957, 1958 and 1959 to a peak of 260.35mph, did not deter him one iota. If he succeeded in setting new land and water speed records in the same calendar year, something that even his famous father Sir Malcolm Campbell had never achieved, then surely this would deliver him the acclaim and recognition he so desperately sought.

Donald Campbell felt he lived in the shadow of his father's record-breaking feats, which had earned him a knighthood and worldwide acclaim in the bleak post-war years. Even though Donald had achieved similar success and was now the first man to pilot a wheel-driven car at over 400mph on the treacherous surface of Lake Eyre,

he still felt the need to prove himself. But times were a-changing and in the age of the Beatles and the Rolling Stones, moon rockets and jet planes, Donald Campbell's feats of bravery didn't seem to capture the British public's imagination in quite the same way.

In Australia at least, after his torrid yet ultimately successful time in Lake Eyre, he was still a hero. And it was here that he planned to pull off the impossible. Initially, he took his *Bluebird K7* to another lake in South Australia – Lake Bonney at Barmera – for a September attempt at a new world water speed record. As at Lake Eyre, Campbell's early runs were beset by problems. The weather refused to play ball with consistent high winds ruffling the surface and, if truth be told, Lake Bonney probably wasn't large enough for the kind of speeds he was

In 1964 Lake Dumbleyung was awash, giving Campbell the opportunity to break the water speed record in the same year as the land speed record





Bluebird K7 arrives at Dumbleyung in preparation for the record



With so few facilities on site, base camp consisted of a handful of caravans



aiming for. Even when the wind wasn't blowing, continuous currents unsettled the surface of the water.

Despite the dangers, on November 23 he managed to get K7 up to 216mph, which although well short of his Lake Coniston world record of '59, was a new Australian record. With time running out he decided to relocate to a different stretch of water, Lake Dumbleyung in the heart of Western Australia's wheat belt some 1,600 miles to the west. So the long journey and the logistical nightmare of finding transport, accommodation and press support began once again, in a place that the regional tourist board still describes as, "Out of the way. Out of this world."

THE CHALLENGE BEGINS

Having been to Lake Eyre to research a story on Campbell's land speed record attempt, I felt compelled to follow in his footsteps to Lake Dumbleyung to discover what the arrival of his entourage and the media circus that followed would have been like all those years ago.

Lake Dumbleyung is set among a patchwork of fields full of golden wheat and grazing sheep. The small surrounding towns are miles apart and date back to the 1880s. It is beautiful countryside reminiscent of Kent, but on a much grander scale with fields the size of English counties and roads where I drove for an hour without seeing another living soul.

Even in the 21st century this region can be an intimidating place often with nothing to keep you company other than the omnipresent blood-sucking march flies and a temperature in December that rarely drops below 33°C. Having said that, after the stress of Lake Eyre and the disappointment of Lake Bonney, it must have been a pleasure for Campbell, and his depleted retinue, though still including his wife Tonia and engineer Leo Villa, to arrive at Lake Dumbleyung.

The lake is 13km long and at its widest 6.5km across but in the 19th and early 20th century this salt-water lake was often without much water, much as it is today. But in 1964 heavy rains meant the lake was full to brimming. It was perfect, as long as the wind did not blow and the local duck population stayed away.



Board games help pass the time as the team waits for the right conditions



Ian McCormack's father scares ducks off the lake prior to Campbell's run



Campbell's wife Tonia swims out to greet him after breaking the record on his last attempt. He didn't even have time to put on his race suit

Fifty years on and having already experienced all the ennui, heat, frustration and flies that Lake Eyre had to offer, I too found myself at Lake Dumbleyung. I was hoping to talk to people who remembered what had taken place on this lake so far from anywhere. If you want to stay at Dumbleyung, then there is still only one option: the Dumbleyung Tavern. It was here that Campbell spent Christmas 1964, and it was to be here that I had been directed for a meeting with the landlord Ian McCormack, who recalled in detail the impression that Campbell and his boat had made on him half a century ago.

"I was nearly eight years of age but of course when you get such a significant event occur in your life, even at that age, you do remember. The other thing that probably assists that memory is that my mother and father were passionate about it. Dad was the local policeman and involved with all the comings and goings. And of course as little kids we sort of hung around and listened to everybody."

One of his father's jobs was to try and rid the lake of shell ducks prior to each record run, by doing high-speed runs with the ski boats, but the memory which still burns longest is that of Campbell's final record attempt.

"I remember going out to the lake early in the morning of December 31," says Ian.

"Donald's major dream was to do what he called the double – the land speed record and the water speed record in the same calendar year. Now it was the last day of the year. There was only one more chance and that was it, today."

"He'd been trying for, what, eight, nine, ten days or so to break the record but conditions hadn't been correct, so now we're left with just one day and it was going to be hot, very hot. The wind was blowing a gale and the lake had waves on it, 12, 15, 18 inches high."

"Around midday or thereabouts Donald had sort of given up the ghost and thought right-o, well we're going to fly to Perth. He'd been invited to various New Year's Eve parties and stuff, so I think he figured he might as well go and enjoy them, so he left the camp to go and fly his own aircraft to Perth. But as he took off, I guess out of natural curiosity or whatever, he looked at the lake and saw that the surface was getting calmer. He did a very steep turn over the lake and came straight back in to land."

"Around three o'clock they were ready to go, people were in position and the conditions were classified perfect – no wind, ideal conditions, flat lake."

"We were standing right there, watched it all, the boat going back into the water and then the run itself. There weren't a lot of people there; I've been told there were only 21 people actually at base camp. Even as kids we knew that this was his last chance to do the double."

IN THE NICK OF TIME

Ian took me to the little known spot where 'base camp' had been, where they whiled away the hours in the searing heat waiting for the right conditions. You can still see where the tree stumps had been removed and a ditch dug so that *Bluebird* could be slipped into the shallow water. K7 was an extraordinary craft. Designed by brothers Ken and Lew Norris and first launched at Ullswater in February 1955 it had gone through various iterations by the time of the Lake

Firing up *Bluebird's* jet engine on the shore of Lake Dumbleyung



The author (right) with Ian McCormack, who witnessed Campbell's record-breaking run



"We were standing right there, watching it all, the boat going back into the water and then the run itself"

Dumbleyung attempt. At 8.05 metres long, 3.20 metres wide and weighing over 2 tonnes, with its Metro-Vickers 'Beryl' turbojet engine, which at full throttle could drain its 51 gallon fuel tank in under four minutes, it was quite a beast to drag to the other side of the world.

I'd heard rumours that Campbell wasn't wearing his race suit on the first of his two timed runs and Ian is quick to confirm them.


"Donald didn't wear his driving suit, he simply didn't have time. As I say, this was all a rush, a big rush. He did take his helmet, that's proven by photos, but I can confirm that he did not take his mascot (a soft toy called Mr Whoppet). I was standing right near Tonia and she was holding Mr Whoppet. The first and only time, as far as I'm aware, that he'd ever done a run in his boat or car without his mascot."

It's a good job Campbell never noticed that his lucky mascot was missing or he might have had second thoughts about undertaking the runs at all. As it is he fired up the jet engine and roared off into the distance before turning round and repeating it in the other direction within the stipulated one-hour period.

"When *Bluebird* came in to shore, we were all very, very excited," recalls Ian. We knew they had trouble with the timing gear. The official speed couldn't be verified immediately, but it looked like there would be a new record, we just didn't know exactly what the figures were. Tonia was so excited that she ended up jumping in the water and swimming out to the boat."

Only once they'd gone back to the pub to calculate the figures did the team announce a new world record. He'd done it. The double was his. On his last attempt on the last day of the year, Donald Campbell had set a new world water speed record of 276.33mph, becoming the only person ever to break the land and water speed records in the same calendar year.

Just two years and four days later the swashbuckling Donald Campbell would die at the wheel of *Bluebird* K7 as he attempted to raise the record once more on Lake Coniston. It's a testament to his achievements that his record has only been bettered three times since, the last occasion in 1978 when Australian Ken Warby set a new record of 317.60mph at Blowering Dam in New South Wales.

The final thing I'm shown in Dumbleyung is a letter dated February 27, 1967 from Leo Villa, faithful chief engineer to both Malcolm and Donald, who replied to a letter of condolence from the land owner who had granted access to the Lake Dumbleyung. Villa wrote, "Please convey my regards to the kind people of Dumbleyung who strived so hard with Donald to achieve our last record in 1964". 



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Are you in trim for the season? Trim tabs can give a better ride and save fuel when set properly. Get them fully functioning before your summer cruise.

1 How do I check if my trim tabs work?

Ask a friend to operate the trim tab buttons while you check that both tabs extend and retract at the same speed and range. As a rough guide the ram should extend between 4in and 6in.

2 Do I need to change or top up hydraulic fluids?

The fluid in the reservoir should be clean – if the fluid is cloudy this is a sign of water ingress into the system. The fluid level should stay within the marked levels when operated in both bow up and bow down positions.

3 How can corrosion be prevented?

Trim tabs need sacrificial protection to avoid corrosion – usually a small bar anode fitted to the inside ram bracket. We advise adding a disc anode to the topside of each tab.

After a service and overhaul in Berthon's workshop they look as good as new. For more information on this and other projects visit www.mby.com/berthon

AFTER

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Power cats make a great base for a charter holiday



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ASKMBY YOUR QUESTIONS

Chartering a cat; sportsboat acceleration

THE POWER OF CATS

Inspired by your power cat special last month, I'm thinking of chartering a cat this summer in Croatia. I've got a fair amount of experience with a monohull and my licences, but what do I need to know for a cat? **Sam Hughes**

Once you come to terms with their extra width, catamarans are actually very simple to handle due to the props being so far apart from each other. Pivoting the boat is very easy and the ones I have skippered tend to turn in their own length. You have no need to use the wheel at slow speeds, as with a twin shaft drive monohull, because the use of the two throttles gives you excellent control.

Cats sit very solidly in the water and tend not to be as vulnerable to breeze as a monohull, the two hulls give strong grip on the water and mean the boat tracks very straight at slow speeds with little need to tend to the wheel even at displacement speeds, you can just set the speed and course and relax.

Diesel Paragon 25 did accelerate faster than its petrol rivals



Croatia is mainly stern-to mooring, though, and I imagine you may spend some nights on anchor, which a cat is perfectly suited to and provides a brilliantly stable platform. Good luck and enjoy the charter! **Jack Haines**

TALKING TORQUE

I know enough about going fast to understand that acceleration is really determined by the torque-to-weight ratio, not the often misrepresented power-to-weight. However, even though the Paragon Ranger 25 had a high-torque diesel instead of its rivals' petrol outboards, I was still extremely surprised that this far heavier boat (roughly double the 1.5 tonnes of the XO 250) beat the other three in the acceleration tests. Are you sure your figures are correct? **Arthur McClaine**

Good spot Mr. Stig; given the relative displacements and similar horsepower, you're right to question the figures. The answer does lie partly with the diesel's higher torque, but also with the DuoProps on the end of the Volvo sterndrive. The two props have seven blades between them; that means a notably larger blade area, and hence much lower pressure loading on individual blades. In turn, this means that when the props are asked to instantly transmit torque into the water – at its highest during standing start acceleration – the blades slip far less. Ergo, rapid acceleration and the figures you see (which were correct). **Dave Marsh**



Our Technical Guru
Dave Marsh
Email: mby@timeinc.com

Tender moments

There's an abundance of tenders around if you're looking for something a little different – be that smaller, lighter or more versatile



The DinghyGo comes with the option of a small sailing rig

Williams launched its latest model earlier this year. The Sportjet 520 differs markedly from its existing petrol Turbojet and Dieseljet siblings, with a new-fangled convertible seating/sunbed layout aft. There's a more obvious nod towards watersports like waterskiing and wakeboarding, with an integral ski-pole and a bigger bathing platform providing easier boarding. We've not tested the 520 yet, but when we do I've little doubt that it will be as brilliant as all the other Williams waterjet propelled marvels I've driven.

However, we're not all blessed with two-metre deep electro-hydraulic hi-lo bathing platforms, or flybridges with 600kg cranes, or voluminous tender garages. Nor around £38,000 in spare cash. Also, not everybody wants to hurtle around at the 56mph the 520 is capable of, although why not is a mystery to me. Of course there are smaller and more affordable Williams models too but some may want their tender to potter along under sail as well

as power, or fold up into a small carrier, or even be so small and light that it can be lugged around by hand. There are a plethora of small tenders to choose from. However, it is this particular disparate threesome that caught my eye at the London Boat Show.

F-RIB

The F-RIBs comprise a six-strong range of solid bottomed RIBs. Five are outboard powered, one is a sailboat, and they range in size from 2.75m to 4.60m. Their common design feature is that they fold into three parts to produce a compact, portable mass that can be bundled into a lazarette or the back of a car. For example, the 275 folds

down to a boot-sized 900mm x 850mm x 400mm. Compared with a simple inflatable, their prize-winning feature is their hard bottom, because even the very best inflatables cannot compete with their rigid-hulled counterparts when it comes to handling, performance and practicality.

Several things impressed me when I got my hands on one. F-RIB's build quality is remarkably good when you consider their price – as little as £2,216 for the 275, and only rising to £3,274 for the 4.60m long 460RF. Simple bolts, hefty locating lugs, plus the pressure in the tubes lock the three sections firmly into place. Yet despite their obvious strength

MY TAKE: I had a Walker Bay with a small sailing rig for a while and loved the versatility of being able to sail around the bay when at anchor. This degree of choice can only be a good thing for motor boat owners. **Hugo**



and rigidity they are remarkably light, ranging from 36kg for the 275 to 72kg for the 460RF. So even the biggest could be manhandled by a strong individual, or two punier types.

Their rigidity gives them the speed that most floppy inflatables would struggle to match, e.g. 15 knots with a 5hp outboard on the 330, and 21 knots with a 15hp on the 460. They are also impressively deep, between 450mm (18in) and 550mm (22in) from the floor to the top of the tubes, which will make them feel safe under way. If your lazarette has a 1,400mm x 1,100mm x 450mm space to spare, the 460RS is a gem, and for an extra £2,200 over the outboard-only 460RF you get a highly versatile tender that can whizz along at 24 knots with a 20hp outboard and glide along serenely under sail too.

BOATBOX

At the other end of the spectrum is the BoatBox International (BBi) 650 Leisure Tour. Or BoatBox for short. This

ingenious device blends a large car roof box (650 litres) with a small rigid tender that is light enough at 23kg to throw over a shoulder. Despite its compact size – 1,800mm long by 590mm wide – it is buoyant enough to carry a load of up to 125kg, roughly the weight of a typical 80kg man plus two dozen magnums of champagne (or if needs must, a small surly teenager instead). BoatBox's website suggests a 30-pound thrust Minn Kota Edura 30 electric outboard at £130, but given that the tiniest 2.5hp petrol outboards weigh as little as 13kg, substantially less than the aforementioned teenager, I cannot see any reason why these could not be used instead with appropriate restraint.

BoatBox is constructed of double-skinned ABS, and the air between the two skins provides enough buoyancy to keep it afloat if it capsizes. If you're happy with black or green, you'll get a penny change from £1,000, and there are very few extras to ponder other than a more vibrant colour such as 'Adventure Red' at +£50 and the outboard bracket – oars, rowlocks, and a seat are all included. To keep its contents safe on the car's roof rack, it is fitted with four locks, one in each corner. It also sports a built-in jockey wheel, so you can save on repeated trips by filling it full of gear and dragging it along. I thought it might appeal to owners of very small and very large boats alike; as the only tender on a similarly tiny mother-ship, or as a second tender on something larger.

The BoatBox doubles as a very handy roof box when not on tender duty



Lightweight design is easily driven by a small electric outboard engine



Or you can use the good old-fashioned approach to push it along



The Williams Sportjet 520 and its smaller siblings are still the tenders to beat




DINGHYGO

Like the far larger F-RIB 460RS, the DinghyGo 275 comprises a small inflatable that can be powered either by a small outboard or by a simple sailboat rig, giving it tremendous versatility. You may recall that the Tinker Tramp had been doing just that for many years, but sadly this is no longer made. However, there is an

association website (www.tinkerowners.co.uk) with a 'for sale' section. The DinghyGo 275 also has a smaller sibling, the DinghyGo 225, although both share the same generous 1.45m beam.

Length notwithstanding, the principal difference between the DinghyGo duo and the F-RIB 460RS is that the former pair are simple

inflatables, not rigid-bottomed boats. The 275 takes an 8hp outboard, weighs 30kg (plus 15kg for the rig) and costs £2,499 while the 225 is 5kg lighter and £200 cheaper. The UK distributor is Nestaway boats, and it has an amazing collection of interesting tenders, dinghies and kayaks, the common theme being that almost all of them fold, collapse or deflate.

If you're short of space on board, or just fancy something out of the ordinary, Nestaway's website is a great place to start. Space prevented us from covering more tenders, but the fold-flat PortaBote is worth a close look too. 

Contacts

www.williamsjettenders.com
<https://foldablerib.com>
www.boatboxint.com
www.nestawayboats.com
www.intramore.co.uk (PortaBote)

Interlocking lugs keep the F-RIB's folding hull firmly locked in place



A rigid hull gives the F-RIB superior performance to true inflatables



A rigid hull gives the F-RIB superior performance to true inflatables





Unlike marine electronics, food stuffs are clearly labelled with plenty of detail



TAKING A BEARING

TIM BARTLETT: *The art of communication*

You must have seen them – those TV adverts that aren't just adverts. The ones that are lovingly hand-crafted by expert wordsmiths at the world's greatest ad agencies: sweet, juicy chunks of the finest clichés, marinated in a rich sauce of fresh superlatives, hand-picked from an online thesaurus and lovingly garnished with a sumptuous bouquet of irrelevant detail.

If you're anything like me, you won't give a tinker's cuss about which particular island paradise grew the vanilla pods that flavour tonight's frozen dairy dessert.

But there can't be much doubt that packing adverts with this kind of spurious detail works wonders on our subconscious. We might not be able to tell the difference between a Madagascan vanilla pod and one from wherever else vanilla trees* grow, but it's flattering to have someone – even the anonymous hack who writes the blurb on yoghurt pots – pandering to the pretence that we can.

But if this bombardment of unnecessary information works for other industries, why is the marine electronics industry so reluctant to provide its customers with even basic information about products that can easily cost as much as ten

years worth of TV dinners?

If you wander into Currys looking to spend three hundred quid on a PC, you can compare the basic specs of every model in stock, simply by looking at the labels on the shelves. It doesn't matter that some of the customers and most of the staff wouldn't recognise a terabyte if one was chasing them up the high street: the fact that the information is available gives customers at least some sort of basis on which to make an informed decision about how to spend their money.

But it seems that boat owners who are planning to spend three grand or 30 grand on marine electronics aren't to be trusted with such dangerous information. We're expected, instead, to rely on such pointless comparatives as 'faster' 'brighter' or 'more powerful' (than what?), or to pick what we can out of names like DownVü™, Down Imaging® and DownVision™. The misplaced capital letters and random diacritics may say something about the creative abilities of the various companies' marketing departments, but they tell us absolutely nothing about their products.

*Actually, vanilla comes from orchids, not trees



Volvo's FWD (Forward Drive) is aimed principally at the wakeboarding and ski-boat market

Volvo unveil new drive system

Back to front drive plus new V6-petrol engines

Volvo's press release describing its new Forward Drive propulsion system kept comparing it with a single engine shaftdrive boat. Surely, I thought, this is Volvo's disingenuous way of distracting attention from the FWD's obvious rival, the sterndrive, which already sports all the FWD's benefits of fuel efficiency, better manoeuvrability, less obvious exhaust fumes, lack of offset prop torque, ability to lift the drive, and so on.

In fact, the FWD has been designed specifically for the wakesurfing, waterskiing, and wakeboarding market. Here, the shape and the height of the wake is absolutely crucial for the person trailing at the end of the rope, and I'm told that sterndrives simply cannot produce the right wakes. Which explains why all the wakeboard and waterski-boats I've ever seen have small single shaftdrives. Whereas, I'm told, quite emphatically, that the FWD can be trimmed and fine-tuned to produce the wakeboarders' dream wake, and a symmetrical one too.

It may sound specialised, but one of the FWD's other benefits will also appeal to more mainstream boaters. If you

spend a lot of your time in the water, the forward props are going to be further away from wayward body parts when you climb back over the transom.

Volvo has also added two new 4.3 litre V6 petrol engines to supplement the more powerful V8 engines (380hp & 430hp) it launched in 2012 and 2013. These 200hp and 240hp all-digital engines can be mated with several alternative sterndrives, and of course the new FWD. Volvo claims that these new engines, "yield dramatic improvements in torque, acceleration, fuel efficiency, emissions and durability". I can't vouch for all of those wonders, but the torque curve does look mightily impressive, with only a little less than the full torque of 300ft/lb (400Nm) on tap from 2,000rpm.

More tangibly, both engines are based on lightweight aluminium automotive blocks made by GM, and that translates into light engines (only 404kg including the DPS outdrive) with a very compact footprint that is just 777mm (30.6in) long. That combination will make them appealing to owners debating whether to fit outboards or inboard sterndrives on their next boat.

Contact www.volvopentaforwarddrive.com



Volvo's new 4.3-litre V6 petrol engines come in 200hp and 240hp forms

No hurly-burly here

New range of davits make tender use a breeze

Rarely have I come across a range of products which seem to be so ingeniously designed on so many levels. Hurley Marine makes a trio of davits which look like just the thing for launching and retrieving and stowing tenders on boats that don't have the benefit of a hi-lo bathing platform, or the luxury of a dedicated tender garage. And that has to be an awful lot of boats.

Although the three models are different in operation, they share common design details which will appeal to all. Thanks to an uncomplicated system of removable pins and slotted guides, they are all demountable. That makes it easy to optimally position the davits anywhere on the bathing platform, or even modify the spacing or positioning if you

change your tender later. It also provides an extra degree of versatility – they can be left off if you're boating out of a marina and don't need the tender for transport ashore, or put in place if you're cruising farther afield.

Some of the parts are made of stainless or coated aluminium (allegedly to military specifications, so handy in a war zone, I guess) but wherever possible the parts are made from polyethylene, which I've found to all intents is indestructible – sufficiently so for Hurley to offer a reassuring two-year warranty, an uncommon bonus for marine equipment.

Hurley's H30 is the most imaginative



Hurley's H20 is below, while the Traditional model is above

although Hurley points out that this depends on weight distribution. Apparently the H30 and the Sea Doo Spark PWC work particularly well together, and that's no lightweight.

With the H20 davit, the tender is

simply pushed off or recovered over the two arms, with rollers recessed into its two arms easing the tender's passage.

However, the two arms

can also be made to pivot so that the tender is canted athwartships towards the water, making things easier still. Although I'd definitely have named it the H10, Hurley calls its simplest davit the Traditional. The launching and retrieval process is the same as the H20, but without the former's more sophisticated rollers. However, its simplicity also gives it impressive strength, and a pair can handle up to 295kg (650lb).

Hurley's davits are now being sold by B.H.G. Marine, and they range in price from £795 to £1,450 for the H30. I bet that's a lot less than the price you've been quoted for your electro-hydraulic high-low bathing platform.

Contact www.hurleymarine.com & www.bhg-marine.co.uk

davit. For the very best explanation of its workings, nothing beats the videos on hurleymarine.com. In simple terms, though, the polyethylene cradle swivels and hinges simultaneously. This allows the cradle to move around to face backwards and downwards while the tender slides into place over the transom, and then hinge and pivot around into the stowed position. Helping this process immeasurably is a detachable 4:1 ratio winch on the end of an adjustable pole which slots into the front of the cradle. The H30 can handle tenders up to 193kg (425lb).

Hurley's ingenious H30 davit is made largely from indestructible polyethylenes



AND YOU THOUGHT YOUR BOAT WAS SPECIAL

So, another flight of fancy?

With little more to go on presently than a fascinating website that is tantalising but technically unrevealing, it would be easy to dismiss this as one of the whacky speculative flyers that designers regularly churn out. In fact, Glider Yachts will be launching its first boat at the 2015 Monaco show

What is it?

In philosophical terms, an attempt to completely rewrite the rules of ultra-high speed passage-making. In technical terms, it is a wave-piercing CAT, and the fact that its hulls are ultra-slender wavepiercing forms is at least as important as the fact that it's a catamaran. Correctly designed, wavepiercing hulls – monohull or CAT – pitch far less in heavy seas. They are also extremely low drag forms.

What else do we know about it?

As Donald Rumsfeld would say, there are a number of known unknowns.

One is how the waterjet propulsion will work, since it's apparently completely different to any existing jet propulsion. Another unknown is what form the "Stability Control System" takes – Glider Yachts' chief designer Robert McCall told me that this too is unique, and top secret.

Plus, the inscrutable wavepiercing hull forms are allegedly quite different to the current exemplars.

What are its vital statistics?

The picture you see is the Sports model, but it has three closely related siblings; Limousine, GT, and just to

prove how 'normal' the others are, an Extreme Sports! Depending on which variation you pick, you could end up with some combination of 4,000 horsepower, 100 knots, a 2,400 mile range, and a craft between 18m and 80m in length.

Contact www.glideryachts.com



Slippery power cat hulls and a very large fuel tank ensure a transatlantic range

Thermal monoculars

New sight



New higher res displays

Raymarine has upgraded its line-up of hand-held thermal cameras with the introduction of the Ocean Scout 240 and Ocean Scout 320.

Although the new cameras look very similar to the existing TH24 and TH32, they both feature a new higher-resolution display and improved performance that enable the OS320 to detect a man-sized target at 550 metres in total darkness, while the lower-spec OS240 could pick him out at 350 metres. They also allow you to spot buoys and floating debris.

Their prices are in direct proportion to their performance: the OS240 retails for £1,458.33, while the OS320 is £2,208.33.

Contact www.raymarine.co.uk

Big screen Autoguidance

Garmin's latest MFDs top 16in

Garmin has announced its largest yet MFDs – a pair of 16in multi-touch models that join the existing line-up of 7, 8, 10 and 12in units in the 7400 series.

The two new displays are called the GPSMAP 7416 XSV and the GPSMAP 7416. Like the rest of the 7400 range, both of the new models include 10Hz GPS and can use Bluechart G2 Vision cartography, including Autoguidance. Given a few vital statistics about the boat, and a start and end point, this unique-to-Garmin feature automatically searches through the relevant charts to create a route that avoids shallows and obstructions.

Both the new models also

include full networking capabilities that allow them to connect to other displays and external sensors, such as sonar modules, radars, autopilots, thermal and visible-light cameras, and so on.

The difference between the two is that the XSV includes a 1kW dual-channel CHIRP sonar, and DownVü and SideVü scanning sonar.

The list price of the GPSMAP7416 is £4749.99, with the sonar functions of the XSV adding an extra £500.

Contact www.garmin.com

The Autoguidance feature will plot a route tailored to your boat's size



Hybrids are having it all

All-singing, all-dancing MFDs from Raymarine offer all you need for precise passage planning

Combining the trendy 'glass bridge' looks of the big-boat gS Series, with the versatile 'Hybrid Touch' control system of the established E Series, Raymarine has launched yet another range of multi-function displays. This one is called the eS Series, and is made up of seven different models, with 7in, 9in

and 12in displays. All three sizes are being offered with a choice of ClearPulse or DownVision high-definition sonar, with a no-sonar version of the 7in model (the eS75) keeping the headline price down to £995. Price for the top-of-the-range eS128 is £2,845.

The Hybrid Touch control system offers the simplicity of touchscreen operation for use in calm conditions or passage planning, but with the back-up option of a panel of push-buttons and a wiggle and twiddle knob for more precise control when under way in rougher water.

Raymarine's Lighthouse 2 operating system combines charting, sonar, radar, video and thermal imaging, along with engine and electrical systems monitoring and management, autopilot control, and on-board entertainment.

It's evolved steadily since it was first introduced in 2013, and – among a long list of minor tweaks such as the addition of Bulgarian language (I kid you not!) – it now boasts the ability to handle C-Map charts as well as Navionics, with an auto-routing function available in both.

There's a third charting option available, though it doesn't cover the UK – yet. Raymarine introduced its own 'Lighthouse' charts last year, offering a choice of raster or vector charts of the USA, available for free download. Coverage is gradually expanding, and now includes most of northern Europe from the Baltic to the Atlantic coast of France, with the significant exception of the UK. Sadly, the European and Scandinavian charts are not free: their prices vary from \$54.90 to \$104.90 (about £36-£69).

Contact www.raymarine.eu



The eS Series takes its inspiration from big-boat technology

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suited to many kinds of uses. The interior is both stylish and practical, following the great Scandinavian design tradition.

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MARCO
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Cruise further, cruise safer

Marinas in the Mediterranean often seem to have more than their fair share of boats that look forlorn and unloved. Making sure yours doesn't become one of them is essential, even if you have to leave it overseas for months at a time when work or family life intervenes. The key to ensuring it stays in good nick is to make sure you set everything up correctly prior to leaving.

TANKS AND TOILETS

After any trip, but especially if you are going to be leaving the boat for a period of time, empty any holding tanks and flush the toilets with a suitable cleaner and steriliser so nasty niffs don't fester while the boat is left unused. It's good to leave the water tanks close to empty as well. Fuel, on the other hand, is usually best left full as it removes air from the tanks, which reduces the risk of contamination.

SECURING LINES

Most Mediterranean marinas have very little tidal movement so you moor stern-to a fixed quay rather than a floating pontoon. When you're staying on the boat, it makes sense to keep the stern relatively close to the quay for easy access to and from the shore. However, when leaving the boat for a lengthy period it's sensible to move it further away from the quay than normal to take account of freak weather and tidal surges. To do this on a stern-to Med style mooring you slacken the stern lines slightly and then tighten the bow ones. On a small

boat you should be able to do this by hand but on a large craft I tend to use the anchor winch to pull the bow line tight. If your boat is fitted with stern winches, the alternative is to loosen the stern lines a bit more, move the boat forward on the bow lines then tighten the stern lines making sure you finish with the bathing platform still a good metre away from the quay.

Double bow lines are also a good idea if you're leaving the boat for a longer period than normal – I often see boats attached with two stern lines and cross springs but only a single bow line. That may simply be force of habit or because the second line is rarely used. If in doubt, ask the marina to supply a second bow line for peace of mind. For belt and braces, a couple of fenders on the stern will provide a final line of defence.

With the main bow and stern lines firmly secured, set cross spring lines from either quarter to reduce twist and surge. It's a fine balance between some slack to allow the boat to move a little with the wind and wash, but not so slack that it can



Use two bow lines instead of one and tighten them using the anchor winch to hold the boat further away from the quay

touch the quay. Tie the fenders to the stanchion bases rather than the grabrails to reduce the risk of bending them and locate any shorepower lines securely so they can't pull free or come under any tension and don't pose a trip hazard on the quay.

SUN AND SALT DAMAGE

The hot sun and the glorious blue sea may be the reason you took your boat overseas in the first place but they can also be your boat's worst enemy if left unchecked. The heat of the

Leaving a boat overseas

Text: **Jon Mendez** Photos & video: **Lester McCarthy**

SEE THE VIDEO



mby.com/cruise11

Pantaenius tip No 11

Out of sight should not mean out of mind. Try to arrange for regular inspections when you are away from the boat



Aim for a gap of around 1.5m between the stern and the quay to take account of any unexpected storm surges

The inset shot shows the normal gap left between stern and quay to ease shore access when staying on board



Wash down really well to remove baked on salt crystals, paying particular attention to under the rails where spray builds up



Tie your fenders to the stanchion bases to reduce the risk of bent grabrails caused by an unexpected surge



If you haven't got a windscreen cover use a dry towel to protect the dash and nav gear from the effects of the sun



Lower all the interior blinds and stow away all the cushions to keep them out of the sun's damaging rays



Make sure the shorepower lead is safely tied so that it doesn't come under any strain or present a trip hazard



Setting crossed spring lines will reduce any twist and surge while a stern fender provides a final layer of security

Mediterranean sun will quickly turn salt crystals into baked-on lenses attacking your gel-coat with even greater ferocity than in the UK so it's essential to wash down everything really well, using shampoo to remove all that corrosive salt. Unlike the UK, you can't rely on the rain doing the job for you. Make sure you get into all the nooks and crannies, especially under the rails where the salt builds up from spray, and remember the anchor winch and the chain in the locker. Take time to do a really good rinse off and dry the windows to remove streaks. I like to give any parts that move a dose of anti-seize spray as well, including the anchor winch, VHF aerial pivots, door locks, window catches, tender crane lifts, and passerelle parts.

Cushions are best removed from the exterior of the boat, especially bow sunbed cushions. Undoubtedly a pain to store, they're easily ruined if left out. A good cover can help if space inside is tight. Try to store all cushions upright, dry and undented by other objects.

PROTECTING THE INTERIOR

The temperature inside a sealed boat can easily reach 40°C or more and this, together with direct sunlight, can cause significant damage to your boat's interior, especially the precious woodwork. If your boat has blinds

installed then drop them to keep the interior as cool as possible, but if not then at least cover the dash and as much of the seating as possible to reduce sun damage.

Sportscruiser covers and upholstery don't last long in constant sunlight so a vented tonneau cover can be a simpler and more cost effective solution than letting your main canopy covers take the brunt of it. All boats benefit from windscreen covers that go on the outside to protect from the sun's glare – I have seen navigation screens ruined and dash panels warped from sun damage. On flybridge boats either an all over cover or individual covers for the helm and seating are a worthwhile investment.

It's also important to ensure your covers are secure as even a single loose corner can allow a strong wind to thrash it about, causing further damage to the cover and the surrounding fittings. When it does rain in the Med it tends to be a huge storm and the

weight of water can prove equally damaging, so make sure your cover supports are secure so that they don't collapse, allowing water to pool and stretch the fabric or bend the frame.

KEEPING THE AIR FLOWING

Ventilation is key to keeping the boat in good condition but bear in mind

that red Sahara sand carried on the wind can be a problem in certain parts of the Med. It is very abrasive and can end up in the most bizarre places, so ventilation is good but go easy. I like to leave the port holes closed but prop open a hatch a fraction at either end to allow some air to circulate – many hatches are designed to do this while still remaining locked. Cabin doors propped open and locker lids left ajar is another way of keeping the air moving. Fridges need to be emptied and left off with the door open, and it's best not to leave any open food in lockers, as cockroaches on a boat are a nightmare to get rid of.

The temperature inside a sealed boat can easily reach 40°C or more and this, together with direct sunlight, can cause significant damage to your boat's interior

TECHNICAL CHECKS

I always try to exercise the seacocks after a trip and leave them closed. I then tie a note to the keys and put a second on the dash so I don't forget! Some air conditioning systems have a timer function that you can set to come on at intervals to move the air about and cool the interior but this is dependent on sufficient power being available and the filters not becoming jammed with floating rubbish and overheating the system.

While in the engineroom check that the bilge pumps work and any float switches activate correctly. It's also good practice to encourage a flow of air through the engineroom, either through the vents or by leaving a hatch ajar.

Lastly, have a read of the small print on your insurance policy, some have unusual clauses that stipulate regular checks on the boat or cover the cost of a minor failed item but not the much more costly damage which may ensue. Either way, it may be worth considering paying for some form of local gardiennage so that your boat is kept clean, the lines are checked, and shorepower is working. It will save you precious holiday time when you next arrive and often pays for itself in the long run. **METV**

OURBOATS

Top tips from real boat owners in the MBY fleet

MBY'S FLEET

JEANNEAU NC14

DIANA
JOHN BRUNYATE, Port Solent Marina, UK

MAREX 370

AVERLE
MARK POLLARD, Lymington Yacht Haven, UK

PRINCESS 67

JENNYWREN
MIKE ROTHERY, Sant Carles Marina, Spain

KARNIC BLUE WATER 2250

BOHEMIAN GIRL
HUGO ANDREAE, Poole, UK

BÉNÉTEAU SWIFT TRAWLER 34

BLUE'S AWAY
JACK HAINES, Portimão Marina, Portugal

FAIRLINE PHANTOM 48

CORONA
KIERON WHITE, Ocean Village, UK

DUCHY 27

ALCHEMY
PHYLLIS ROCK, Yarmouth, UK

SEARIDER 45

FORMANDA
KIM HOLLAMBY, Haslar Marina, UK

SELENE 47

HIGH FLYER
TESSA TENNANT, Lymington, UK

HORIZON PC60

BLUE HORIZON
ALEC HAMMOND, Bahamas

FLEMING 55

PLAY D'EAU
PIERS DU PRE, Guernsey

GREENLINE 33

SOLAR WAVE
DAVID ALLEN, Rossitters Quay, UK

NEXT MONTH

AQUASTAR EXPLORER 67

ROMA
BOB THOMAS, Port Solent, UK

Relocating to Croatia for the summer



WINDY 37

SEVO
HARRY METCALFE, Port Saint Jean, France



An update on how the Aquacote is faring



At the Jeanneau plant in Nantes, an army of NC14s await delivery

JEANNEAU NC14

Deliberations & dilemmas

Buying a boat is not straightforward...

My wife and I have been boating and sailing together all our married life. Bar a brief sojourn in Mumbles in South Wales we've spent over 25 years in Chichester Marina before moving to Port Solent in 2014. Our former boat *Diana*, a Prestige 350, served us well, especially when, due to moving house, we lived on her for four months. Her combination of accommodation and performance were close to ideal.

However, we were getting older and my wife was finding the flybridge more difficult to move around on in rough conditions. A couple of nasty experiences in large overfalls off Cowes confirmed that we wanted a change. A coupé seemed to be the answer, but which one? We had discounted the Prestige 450S, plus the Princess and Fairline alternatives, as they were beyond our budget, but there didn't appear to be anything in between. I looked at various pre-owned coupé types but nothing appealed and ideally we wanted IPS drives for ease of handling in the marina.

Robin Vaughan, MD of Cambrian Boats, who had supplied our Prestige 350, suggested the Jeanneau NC range, but the NC11 offered little difference to *Diana* apart from the internal layout and no flybridge. Then we considered the NC14, but this had not shone in the ride department when Jack Haines had originally tested it for MBY. The subsequent test by Dave Marsh had exonerated the boat after modifications by Jeanneau and it was now considered by him to be one of the best hardtop

cruisers around. However, although this model had sold well in Europe, there were none in the UK to see or trial.

ON THE PRODUCTION LINE

Cambrian suggested a visit to the Jeanneau plant in Nantes so with Robin as our guide we soon found ourselves travelling to one of the world's largest leisure boat manufacturing yards on a boiling hot day in the summer of 2014. The sheer scale of the operation was impressive as we were shown one of the hangers in which just three of the many production lines were housed. On the days we visited, the NC14 shared this one facility with two other models, the yet-to-be-released Leader 40 and Velasco 37. We were sworn to secrecy on all that we saw!

The setup was very impressive and at the end of each line was a crystal-clear swimming pool in which the completed boats were tested. Prestige, Velasco, NC and Leader ranges are all manufactured here and each one of the hangars contains similar production facilities.

My wife and I were able to see the boats at each stage of production, from the bare hull moulding right through to the finished product. On our first afternoon there, Jeanneau's sales director Michel François patiently answered all our questions and the following morning we had a further session with Jérôme Thareau, one of the technical specialists. My main concern was still the ride and what changes Jeanneau had made to rectify this?

In his test, Dave Marsh had said that Jeanneau was "a little vague" about the changes made to the boat to improve the handling. Jerome led us to the stern of one of the boats and showed us the sloping aft sections, the central V and the trim tabs. We also had a good look at the position of the two water tanks. No one said anything that pointed to a fundamental change, yet Jerome assured us that when planing the boat



Decision finally made, that's a brand new NC14 under that wrapping



After a string of setbacks, *Diana* finally arrives on the South Coast

would ride flat with very little bow rise even without the trim tabs.

The Cambrian team had been to Holland for a Jeanneau dealer day and had tested a later NC14 model on the IJsselmeer in strong winds and confirmed that the hull cut through the water "like a knife through butter" with a really good ride. So, rightly or wrongly, I concluded that various modifications had been made but, as Dave Marsh had suggested, it was more a case of fine-tuning than total redesign.

ALL THINGS CONSIDERED

The visit was a great experience and everyone we met at Jeanneau was very patient and extremely hospitable. If you ever get the chance to visit the factory when buying a boat take it with open arms. I am indebted to Cambrian for a very memorable two days.

It was now up to us to decide if the NC14 was the right boat for us. Ideally, I would have liked a sea trial but with no NC14s available for testing at that time I sought further reassurance.

Jeanneau arranged for me to speak to an NC14 owner who had his boat on Lake Constance. The owner had been on the water the week previously in messy 2m waves that he wouldn't normally have ventured out in but he didn't want to let his visitors down.

He confirmed that the boat behaved impeccably at various speeds, gave him great confidence in the conditions and,

despite the winds, was easy to handle in the marina with the IPS joystick. He also commented on the excellent fuel consumption with the IPS drives. Specifically, I enquired about the ride and he confirmed that this had never been a problem.

It was crunch time and endless telephone conversations with Cambrian followed as we mulled over the information we'd been given. Robin

showed us a copy of Jeanneau's own test results of the IPS400s, carried out on the Caen canal near Ouistreham.

We loved all aspects of the accommodation and concluded that the ride was no longer an issue but we still needed to work out our ideal spec before agreeing any deal.

The report in *MBY* had been very helpful in deciding the specification to go for. I opted for the smaller IPS400

Volvos and we decided against a passerelle (unnecessary in the UK) and a hi-lo platform. A generator isn't an option with the smaller engines so in total we would be saving hundreds of kilos from the aft end when compared with *MBY*'s highly specced test boat.

Cambrian's advice, endless patience and assistance during this process proved vital, but at the end of the day we had to trust our own judgement and so my wife and I finally agreed to go ahead and the deal was done. We put the Prestige 350 on the market and the new *Diana* was scheduled for delivery in January 2015.

Well the day of delivery finally came and went. No *Diana*! The *convoi exceptionnelle* van broke down, the lorry ran out of hours and finally the ferry from Ouistreham/Caen was delayed by heavy weather.

Two days late and wrapped in her large plastic bag *Diana* arrived at Port Solent. Although she had lost her lifting slot, Ben and his team squeezed her in and she was duly placed undercover in the GBR Boat Repair yard for her bottom to be Coppercoated. Initial commissioning was also carried out by Cambrian while she was undercover.

At last the launch day arrived, and on February 20 *Diana* was lifted from the GBR yard and lowered into Port Solent Marina and moved to her new home berth. Final commissioning, engine and sea trials would now follow. We couldn't wait! **John Brunyate**



The much deliberated upon *Diana* in situ at Port Solent Marina



Mike's friend Chris and her blind husband Nigel find the headsets invaluable

I ordered some parts and adapted a motorcycle intercom to work the way I wanted. The solution is two single earpiece headsets



Hands-free Bluetooth headsets make communication between helm and foredeck much easier during docking and anchoring manoeuvres

PRINCESS 67

Radio Ga Ga

DIY headsets and Bluetooth communications have made berthing a breeze

My wife, Mary, and I often handle our Princess 67 on our own. Although Mary is very capable of manoeuvring *Jennywren*, I tend to control the boat from the helm while she manages all the docking lines and fenders. Indeed, Mary considers the bow area to be her domain. When anchoring, she looks for those ideal turquoise spots indicating nice sandy places for the anchor to dig in and until recently, we have been communicating using the hand signals that we learned on our Yachtmaster and Day Skipper courses.

About 18 months ago, we called into Valencia on our way from Dénia to our home berth in Sant Carles Marina. We have berthed in Valencia a number of times but the wind that time was a strong south-westerly making it particularly difficult to stern berth *Jennywren*, so I stayed at the helm longer than I would normally and didn't realise that Mary had already secured the first lazy line to the bow and was working on the second. It would have been reassuring to know what she was doing so that I could leave the helm and help sooner. Stern berthing can be very stressful and we have watched many boats docking where some form of simple communication between the crew and the helmsman would help.

This got me thinking – what we needed were two wireless headsets so that we could simply talk to each other while doing the necessary work. They would need to be 'one to one', quick to deploy, have no wires, and above all, be easy to operate.

Hand-held VHF radios wouldn't work as you need both hands free to handle the ropes and fenders. Fitting some headsets to cheap PMR radios that you can buy for about £50 was also dismissed, as the headset wires could get entangled in the crew work and the radios only operate in a simplex mode, which means that only one person can talk at a time.

My investigations eventually led me to the conclusion that Bluetooth technology could be the solution. In recent years, the motorcycle industry has developed products that allow communication between a rider and pillion. After a little research, I found that, using the correct technology, a range of 100m between headsets could easily be achieved, which would be plenty for our needs. So, I ordered some parts and adapted a motorcycle intercom to work the way I wanted. The solution is two single earpiece headsets, which are preset to work as soon as they are switched on.

LINES OF COMMUNICATION

That was last summer and since using them, it has surprised me how much easier it is to communicate. Being a proper intercom, you don't have to think; just talk. In fact, after a while, you forget you are wearing them. Being Bluetooth, only paired headsets can communicate with each other so any conversation we have is purely between ourselves.

We have found that they are useful as much for anchoring as they are for docking. When we leave an anchorage, Mary usually directs me to drive the boat forward to take the

strain off the anchor chain. We still use the hand signals but with these headsets it is much easier to understand the situation.

Excited by the simplicity of the headsets, I contacted a friend from our local village. He and his wife keep their new Sealine S380 in Brixham. Nigel has a particular problem in this area. He is blind and his wife, Chris, does all the close-quarter boat manoeuvring. When returning to their home berth, Nigel attaches preset mooring lines that are hung on piles and posts. Consequently, Chris is always verbally guiding Nigel. When I explained my headset project, both Nigel and Chris were keen so I built them a pair and since using them have found them really handy.

"When in a marina it is not unusual to hear raised voices when boats are being docked. Unfortunately, those raised voices often convey a sense of panic or frustration which can lead to some very colourful language! There are too many blind spots around many motor boats and even when the helm has sight of the crew, attention can be diverted necessarily elsewhere, defeating even the most perfect of hand signals. These headsets remove the need to raise voices thus taking the sting out of any potential situations," said Nigel.

Since building the DIY system for Nigel, I have found a commercially available system made by Sena who make motorcycle headset intercoms. Their SPH10 needs investigating. It boasts the same features as the DIY system that I built but seems to be more water resistant. Unlike my DIY headsets, the Sena system covers both ears but this may not be an issue and their prices seem reasonable. My DIY system can be built for around £50/£60 per headset, whereas the Sena headsets cost between £150 to £200. In either case, this is a small price to pay for more controlled anchoring and docking. One unintentional scrape to the boat can easily cost more in repairs than a pair of these very useful devices.

Mike Rothery



The headsets easily attach to the ear and aren't in the least bit bulky

TRIED&TESTED

We put the latest kit through its paces

Mr Funnel fuel filter

£18

This is a very neat way of ensuring you don't accidentally put contaminated fuel into your boat or tender's engine. It looks much like any other funnel but it has a very fine gauge Teflon-coated vertical filter that sieves out anything from dirt particles to water. It sounds almost too basic and affordable to work properly so I put it through two very simple tests.

First I poured the remains of a can of petrol through it that I found lurking in my garden shed and was appalled to see how many stray grass cuttings and flecks of dirt were caught in the filter. Second, I upped the stakes by spooning dirt and sand into a half filled bottle of water before pouring it into a similar amount of petrol. After a quick shake to mix the hideous concoction together I tipped the whole lot into the funnel to see what would emerge the other end.

To my astonishment nothing but petrol flowed from the spout, leaving the exact same amount of dirty water behind. Admittedly the petrol was a bit cloudier than when it went in, enough to

make me think twice about risking it in my outboard engine, but that's hardly surprising given the quantity of water and shaking I'd subjected it to. In reality you're only likely to be filtering out a few drops of condensation and whatever sediment is lurking at the bottom of an old jerrycan rather than a 50:50 mix of petrol and muddy water.

The only inconvenience is that the funnel has a small sump below the level of the filter to trap water and heavier bits of sediment in order to prevent the fine mesh becoming blocked. This means that you are always left with a small but awkward amount of dirty petrol to dispose of after use – not ideal if you're filling your tender at sea.

It's available in a variety of different sizes depending on the flow rate required and works with petrol, diesel and even a two-stroke mix. At the price it's a very affordable and worthwhile accessory for any lazerette – or garden shed for that matter! **Hugo**

Contact www.gardengiftshop.co.uk

VALUE ★★★★★
RATING ★★★★★



Funnel filter does a fine job of removing water and dirt from fuel in old cans



Left to right: Petrol floats on top of muddy water, contaminated fuel is poured into funnel, only petrol comes out the other end leaving dirty water behind

Dometic GasChecker GC100

£29.95

This neat little device is designed to show you how much gas you've got left in a standard metal propane or butane gas bottle. It uses a simple ultrasonic sensor to determine the amount of pressurised liquid gas remaining – press it against the cylinder wall and if it lights up red you're above the level, if it lights up green you're below it. By a process of

elimination you can soon narrow it down to the actual surface level of the liquid.

Both the sensor and the bottle need to be reasonably clean to get a reliable reading or it flashes red and green to indicate it's confused, which judging from the reviews on Amazon seems to happen rather a lot. It's only designed for use on metal bottles rather than the new generation of GRP ones and won't work on user-refillable bottles either.

Personally I found it pretty reliable and certainly more accurate than my previous method of giving the bottle a shake and guessing how much liquid seemed to be sloshing around. On the other hand I'm not sure how important it is to know the precise level of gas is – in my book you've either got enough to boil the next kettle or you haven't and if it's really that critical you'd probably want to carry a spare anyway. **Hugo**

Contact www.dometic.com



VALUE ★★★★★
RATING ★★★★★

Checker pen shows you how much liquid gas is left in the bottle

Quba sailcloth holdall

£79

Despite being labelled as 'medium' this is a pretty giant bag! At 63cm by 33cm, it's heavy and impractical to lift once full, so I wouldn't recommend getting one much bigger.

Quba's strong sailcloth design is super lightweight and dead easy to fold away when not in use while the chunky full-length zipper is ideal for operating with wet or gloved hands (or even if your fingers are a little cold and clumsy). The straps have a good grippy texture – useful as they're likely to get wet – and there's an optional shoulder strap too, which attaches to the D-rings at either end.

If you need to check paperwork or your phone on the go, the outside pocket is easy to access and is fastened with a popper, and more delicate effects can be stowed in the zipped inside pocket. The nautical theme continues with a navy blue base and webbing which sets off the plain white sail. Despite looking the business, it's an impractical colour choice as the stark white shows the dirt immediately.

You can choose which colour appliqué numbers you'd like, or for a more personal touch you can customise your own online to include names or dates. It's a pretty price to ask for what is essentially a fairly simple bag, but you know it's the brand and rugged quality that you're paying for. **Pippa Park**

Contact www.quba.com



VALUE ★★★★★
RATING ★★★★★

USED BOAT

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Our Market Expert
Chris Jefferies
Email: chris.jefferies@timeinc.com

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2000 TO PRESENT, FROM £240,000

Elling E3/E4

A little different, these elegant wheelhouse 45-footers are timeless

From Van Gogh to Cruyff, Dutch thinking has often been characterised by doing things a little bit differently, and the Elling E3 (and its larger sister the E4, more on which later) is a great example of this unconventional thinking at work. Launched in 2000 by Neptune Marine, the Elling E3 is a clever twist on the wheelhouse cruiser. Its primary characteristic is the imposingly high freeboard, which measures 67 inches

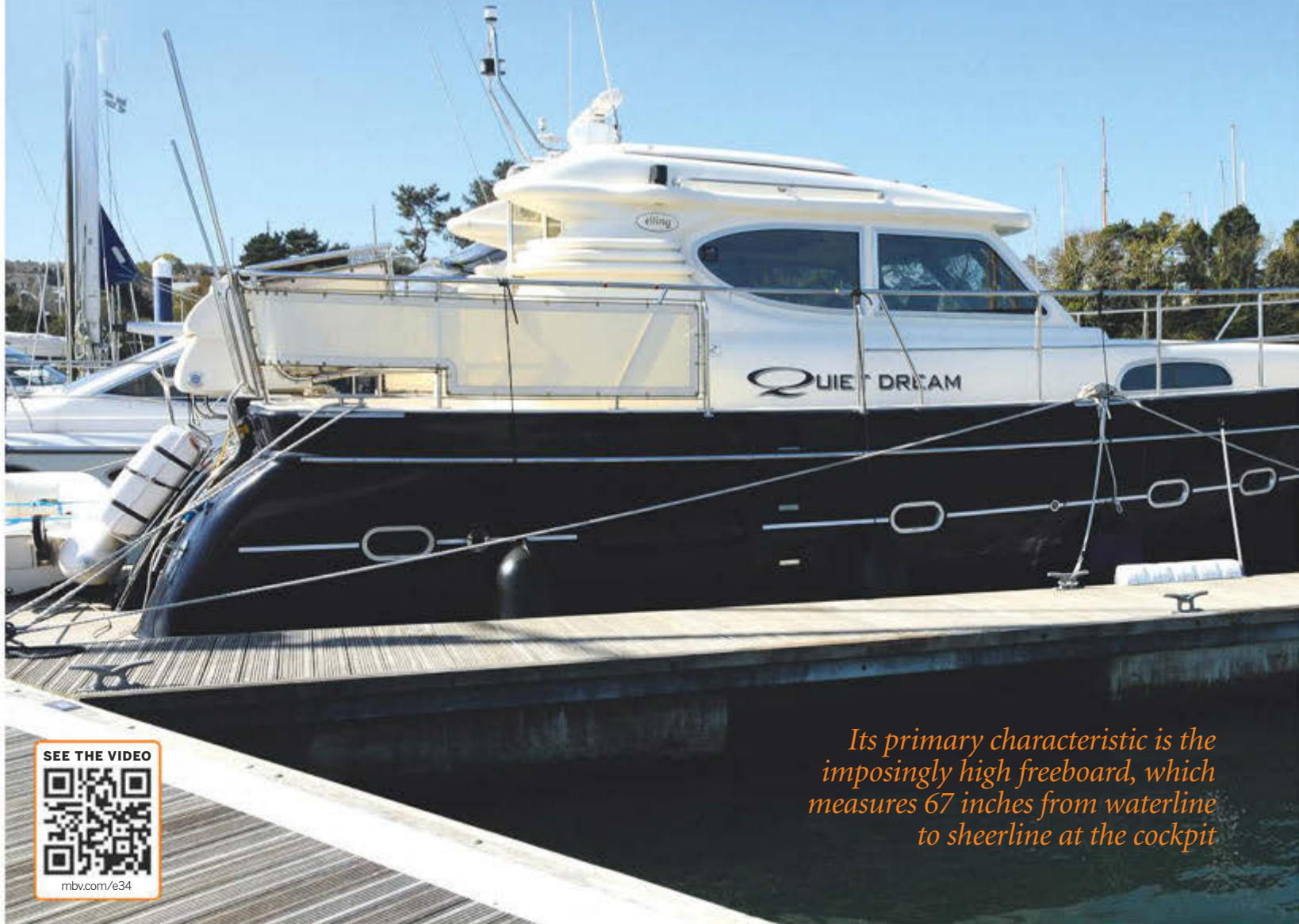
from waterline to sheerline at the cockpit and rises to a towering 81 inches at the prow.

As if that wasn't eye-catching enough, Elling's signature flourish is a trio of bulbous mouldings on the rear corners of the wheelhouse, which led my colleague Dave Marsh to compare the exterior design to the Pompidou Museum in his original review (*MBY* May 2000). Since then more than 240 examples have been launched and sold to owners as far afield as Russia and

the USA. And while the template has been refined and updated, that sense of Dutch individualism has remained.

ENGINE OPTIONS

Another striking example of Elling doing things differently can be found in the engine installation. Rather than locating the main diesel engine under the floor of the saloon or cockpit in its own separate room, it's boxed in between the portside galley and the starboard amidships cabin, freeing up the



SEE THE VIDEO



mbv.com/e34

Its primary characteristic is the imposingly high freeboard, which measures 67 inches from waterline to sheerline at the cockpit

INSIDE THE ELLING E3



Two armchairs flanking the TV cabinet provide additional seating



The galley, with lots of storage, doubles up as a companionway to the aft cabin



The raised wheelhouse enjoys the best views but the main saloon is below decks

The E3's optional shower cubicle partly blocks the rear porthole in the aft owner's cabin. The layout in the longer E4 works better



The third cabin is either available as a twin bunk or a convertible office/single berth



The VIP in the bows here has a V twin berth. An offset double is also possible



One of the two heads on board





HELM VISIBILITY

The view from the helm position is compromised by two small shelving units in the rear corners of the wheelhouse. Mooring single-handed can be tricky, even with the standard bow and stern thrusters.

WINDOW FRAMES

In 2013 window frame insulation was added to tackle a minor condensation issue. Check earlier models for signs of this problem.

GENERATOR NOISE

Despite the insulated hatch, the owner's suite gets a bit noisy when the generator is running. More recent models (2007 onwards) fitted with the upgraded 7kW Onan unit are a bit quieter.

HANDLING

Earlier models (before 2005) tended to slew around in a following sea. This was fixed on later models with a remoulded hull and a larger rudder. Either way a sea trial is advised, especially if you are used to twin engines.

I BOUGHT TWO!

We enjoyed our Elling E3 so much that we went back for a second one.

We've owned *Boyceterous* since 2009, when we traded in our 2003 model. Our first summer was spent cruising the Dutch canals where the lowering radar mast and two thrusters came in handy. Since then we've taken her along the west coast of France, where she handled the Atlantic swell really well. Later we transported her by road down to Port Camargue and on to Corfu in 2012.

The handling took a bit of getting used to because everything I'd had before was twin engined, but you quickly learn the techniques. Because the helm is amidships, you don't get as much pitching as on our old Fairline Phantom. Going downhill she can steer herself on autopilot, which is a big improvement on our 2003 model. Recently we did a seven-hour run in a Force 6 and she just ploughed on through. And she's so economical – we've seen 1.5l/m at 8 knots.

The top speed we've managed was 22 knots (speed over ground) going through the Alderney Race. As a former sailor, I nearly had a nosebleed! The hydraulic sunroof is over-engineered; you don't get any dust, water or sound coming through it. I've had a couple of electronic component failures under warranty, but Elling sent a guy all the way from Holland to La Rochelle for a one-hour job. **Mike Boyce**



For those looking to cross oceans in their Elling, several models were fitted with an auxiliary 30hp Volvo Penta wing engine with a folding propeller

maximum amount of living space either side of it as well as in the aft cabin.

A number of E3s were never intended to leave the Dutch inland waterways and so were fitted with 76hp units for a leisurely cruise. This heritage can be seen in the lowering radar mast that is found on all Ellings. However, those that ranged further afield were fitted with much larger units: either a 450hp Cummins or more recently a 435hp Volvo Penta D6. Both of these engines were capable of top speeds in the high teens, but having such a hefty block in the centre of the living area raises the issue of engine noise. Elling has tackled this with a generous helping of dense insulation, which lines all the sides and is more than an inch thick. Engine access is one of the big upsides to this unusual installation, as a removable

hatch in the galley reveals all the key service points.

For those looking to cross oceans in their Elling, several models were fitted with an auxiliary 30hp Volvo Penta wing engine with a folding propeller, which can be deployed in an emergency. Elling claims that this set-up is even safer than twin engines, as it includes a completely separate fuel tank, meaning you can limp home even if the main engine is suffering from a fuel contamination issue.

Elling owner Ian Lyons had the wing engine fitted to his 2011 model *Sea Dream* and needed to use it during a cruise in the Channel Islands.

"We managed to hit a discarded fishing net off Jersey and it came in extremely handy. We also lost an idler pulley on the engine, so we ran into the harbour on the wing engine," says Ian.

DATA FILE

Model Elling E3
Type Wheelhouse cruiser
In build 2000 to present
Designer Mulder & Freivokh
Hull type Semi-displacement
RCD category A for six people
Current value £215,000 to £370,000
Length overall 45ft 0in (13.8m)
Beam 13ft 11in (4.25m)
Draught 4ft 0in (1.2m)
Displacement 13.0 tonnes light
Fuel capacity 330 gallons (1,500lt)
Water capacity 240 gallons (1,100lt)
Performance 17 knots with single 450hp Cummins 6.7l engine
Cruising range 475 miles at 10 knots with 20% reserve

THE COSTS

Servicing (inc labour & VAT)
Single 435hp Volvo D6 engine
 £784.13 inc UK VAT

Replacement parts (inc VAT)
Raw water pump £786.00
Injectors £667.20 each
Oil cooler £1,612.80
Starter motor £694.80
Alternator £781.20

SURVEYOR SAYS

The Elling E3 is a departure from the popular high volume production motor yacht market. You get the feeling that it has been built by highly skilled craftsmen and when you start looking at the detail, this becomes even more evident. Everything else follows from there, providing the owner with a handsome and reliable craft that will not suffer unduly from wear and tear or latent defects, and which will provide them with relaxing and pleasurable days afloat. Assuming the previous owner has looked after the boat, there is unlikely to be much for any surveyor to pick up on.

Jim Pritchard, Yacht Surveyor
Tel +44 (0)23 8045 5544
Email survey@jimpritchard.co.uk
Web www.jimpritchard.co.uk

To protect this boat with **Coppercoat** multi-season antifoul would cost £1,190 (ex VAT)



The cockpit on this E3 is already a good size but the longer E4 is even bigger with room for a fixed or folding dinette table

A range of fuel tank options were fitted, from 264 to 836 gallons. However, a larger fuel payload can prove detrimental to handling in a following sea and our reviewer Dave Marsh was critical of its tendency to slew around. Elling duly listened and in 2005 a major redesign was carried out, with a new hull moulding and a larger rudder fitted. These days most Ellings come with a more modest 330-gallon fuel tank.

The company also used the 2005 redesign as an opportunity to launch a sister range, the Elling E4, which created 4ft more internal space by extending the aft end of the hull mould. The result was a longer cockpit and a much improved owner's suite, and an extra £45,000 on the price when new. Ten years later and even though the prices of second-hand E4s have come down a bit, the premium over the otherwise identical E3 seems to have held steady.

Whichever model you choose, you can be sure of excellent fuel efficiency. Owner Peter Richardson's 2005 Elling

Unusually, the engine sits beneath the galley, accessed through a large timber hatch



MY TAKE: I've always liked the 'little ship' styling of these sturdily built craft and the reality lives up to the image. Just as at home crossing oceans as it is pottering along a canal, it's a real connoisseur's cruising boat. **Hugo**



E3 has the largest 450hp Cummins engine, which averages around 1.8mpg at 10 knots – not bad for a vessel that weighs 13 tonnes when dry.

LAYOUT OPTIONS

Forward of the cockpit the E3 and the E4 share the same three-cabin layout. Up in the bow, the VIP cabin was available in a choice of either an offset double or two singles arranged in a V-shape configuration. Just astern and to port is the day heads, which benefits from a separate shower cubicle and electric flushing toilet.

The central saloon includes a large curved sofa to starboard, but what really catches the eye in here is the immaculately finished high-gloss cherry table, which didn't show a jot of ageing on the ten-year-old model we inspected. Two freestanding stools mean that at least six people can dine around this vast oval serving space.

Elling prioritised storage space over light below decks, with a continuous strip of cabinetry running along both sides and only relatively small portholes above and below. Although a quirky keyhole-shaped companionway allows some light to flood down from the wheelhouse, this only really illuminates the aft end of the saloon.

As is so often the case on aft cabin boats, the third cabin is the main area

for customisation, with owners able to choose between twin bunk beds and a convertible office/single berth.

The well-stocked galley, with its Corian worktops, leads through to the owner's cabin, which was originally offered as a full-beam island double. However, as so many owners took up the option of an ensuite, Elling made this standard in the 2005 redesign.

One residual feature of the original full-beam cabin design is the location of the rear porthole, which is partly blocked by the shower cubicle on ensuite models. For this reason some E3's were fitted with an ensuite toilet but no shower. The extended E4 meant the shower could be moved forward, freeing up space around the bed and adding light from an extra porthole.

Air conditioning is the other main optional extra: either a small unit to cool the aft cabin only (which cost £6,000 when new), or a larger Kampola reverse-cycle unit to cover the entire boat (a £15,000 option).

SERIOUS SEAFARING

With a history of building North Sea pilot boats, Neptune Marine was always going to build a model that had serious long-range aspirations, so it's no surprise that they aced the wheelhouse design. A single helm seat on the starboard side sits just



A whopping 81-inch high freeboard is one of the Elling's design characteristics

within reach of all the key controls, including bow and stern thrusters, trim tabs and a large skipper's wheel. Navigator's duties can be carried out on the rounded triangular table on the portside, which sits aside an L-shaped settee. But the real party piece comes in the form of the electrically opening sunroof, which retracts in under a minute.

On earlier models the double-glazed wheelhouse windows were sealed in, but Elling has recently started fitting electric windows and insulating the window frames to tackle a minor condensation issue.

The triple windscreen wipers come with multiple speed control, but most Ellings that have lived on the Dutch inland waterways won't have screen washers fitted, as they are rarely used and seen as just one more thing you'd have to winterise.

Out on the water the larger engined Ellings make steady progress at a cruising speed of 10 knots, with the option of pushing that up to 17 when the tide is against you.

One of the key characteristics of the Frank Mulder-designed hull is its

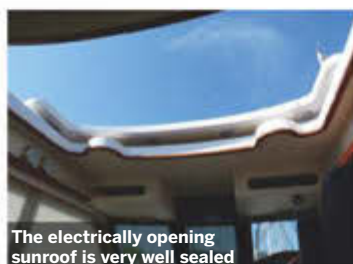
Category A RCD rating and ability to self-right – something that Elling CEO Anton van den Bos demonstrated in a publicity stunt last year by forcibly rolling an E4 with himself inside.

But this self-righting design has its consequences when the going gets choppy. "Any rolling on a wave is corrected but you do come upright very quickly. Once you know what it's doing it's a very reassuring movement, but it's a bit unsettling when you first feel it," says Ian.

The option of a Simrad autopilot makes sense when undertaking long passages at displacement speeds, while the Twaron Kevlar-reinforced hull ensures it's one of the toughest and most seaworthy 40-footers on the market.

This was comprehensively proven in 2008 when a fleet of three Elling E4s crossed the Atlantic with added bladder tanks to extend their range. This 16-day passage was chronicled in the April 2009 edition of *MBY*.

Once you get into port the wide side decks make this a highly practical boat to crew, although it would be a struggle to cruise single-handedly due to the



The electrically opening sunroof is very well sealed

limited rear visibility. The high freeboard, combined with a pair of corner shelving units, makes it impossible to see the rear corners of the bathing platform from the skipper's chair, something which could prove problematic when berthing stern-to.

CARING CUSTOMER SERVICE

A key theme echoed by every Elling owner we spoke to was that this one-model yard goes above and beyond to take care of its owners. Mike Boyce enjoyed his 2003 Elling E3 so much that he bought a second one in 2009, while Ian Lyons' E3 was bought second-hand from an owner who had also re-ordered.

This brand loyalty is largely inspired by Elling's exceptional customer

RIVALS



Broom 450

The big British name in aft cabins. This 45ft Broom will do more than 30 knots and a 2007 model will set you back less than £350,000.



Aquastar 47

This great value alternative from the Channel Islands is capable of 25 knots and a 2003 flybridge model can be picked up for around £235,000.



Linssen Grand Sturdy 470AC

If you have no inclination to top 10 knots, you get more living space in this steel alternative; we found a 2004 Linssen for £320,000.

service. Examples of this include a second flatscreen TV that was fitted into the owner's cabin at no extra cost and warranty work carried out months after the official term had expired. And perhaps this contributes to the excellent residual values that Ellings enjoy, with a depreciation rate of just over 3% per year on the ten-year-old model we viewed.

For such an unconventional boat, the Elling E3 has proved to be hugely popular across Europe with a small but steady stream of them being imported into the UK through Blandford-based broker Q Marine. With the look and feel of a proper little ship and the long-range capability to match, this is a truly sturdy cruiser that allows you to gobble up the miles in comfort. **MBY**

Value ★★★★★

Build quality ★★★★★

Accommodation ★★★★★

Performance ★★★★★

OUR VERDICT 80%

Next month Princess 480

WHAT'S ON THE MARKET



Date 2005 Price £240,000

Located Falmouth

A rare UK-berthed Elling, this model has less than 700 engine hours on its 450hp Cummins. Featured here.

Contact www.ancasta.com



Date 2010 Price €399,000

Located Sleaford

A well-travelled model with 1,200 engine hours. Fitted with a Volvo D6, leather upholstery and a passarelle.

Contact www.sleewijkjyachting.nl



Date 2009 Price £370,000

Located Corfu

Very highly specced with air-con, upgraded thrusters, and a passarelle, it has 571 hours on its Volvo D6.

Contact www.elling3forsale.co.uk

MOTORBOAT & YACHTING

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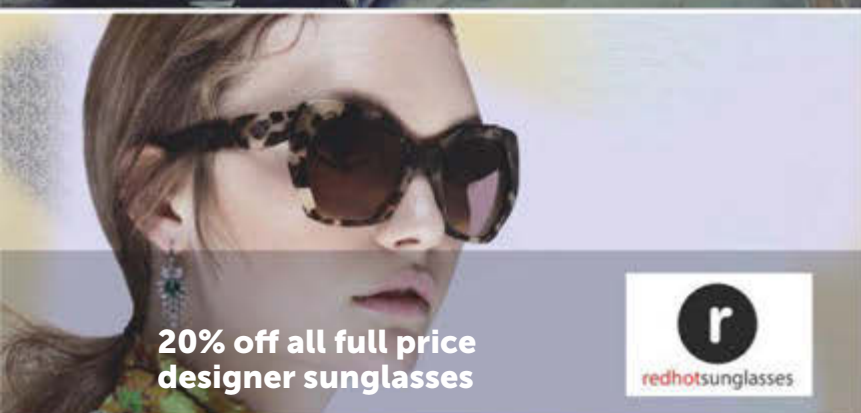


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FIND ME A USED... RIB under £40k

Words: Nick Burnham

KEY CRITERIA

- Fun family day boat
- Excellent performance
- Impeccable handling

DATA FILE

Length 28ft 3in (8.6m)

Beam 8ft 10in (2.7m)

Draught 3ft 0in (0.9m)

Displacement 1.5 tonnes

Fuel capacity

80 imp gal (364 litres)

Engine Mercury 225hp outboard

FOR SALE Salterns Brokerage.

Web: www.salternsbrokerage.co.uk

MOTORBOAT RATING



2006 £39,950

Shearwater 860

Tremendous blend of performance, style and practicality

Not cheap (although it justifies the cost)

Tucked away in Bembridge on the Isle of Wight is a small company called Bembridge Marine that dates back to 1967 when it started selling newfangled outboard motors. Realising that the best way to sell them was to bolt them to a boat, retailing boats soon followed with an agency for Fletcher, another UK company in its infancy. By the 1980s, with RIBs firmly in fashion, Bembridge was selling Tornado RIBs and later Ribcraft boats. But

Bembridge Marine believed that there was a gap in the market for a high-performance RIB with a little more luxury. In response, the company built its first RIB in 2004 based on a Mike Ring 7.5 hull. Shearwater was born, and the 7.5 later morphed into one of its most successful models, the 860 you see here.

LAYOUT

The big appeal of the 860 is the cuddy cabin just forward of the helm. Housing seating that converts into two berths

and space for a sea toilet, it dramatically increases the scope of the boat. It's nicely finished too, with teak and holly flooring and quality cabin linings, while the slimline tapered tubing not only looks good, it offers more internal space too. So the 860 has space for a bench seat aft and a double helm seat with a flip-up bolster, plus there's a bimini, cockpit shower and bathing ladder for lazy days playing in the water. There's more storage than you normally find on a RIB as well, with a large locker forward for warps and fenders.

ENGINE

The 860 can handle engines up to 300hp. This boat is fitted with a 225hp 2-stroke Mercury, which is light and very punchy but not quite as refined or fuel efficient as a 4-stroke.

PERFORMANCE

In this guise expect a top speed well in excess of 40 knots. *Motor Boats Monthly* christened the single seat ahead of the helm the 'Jesus Christ Seat'. You only have to sit in it once at full whack to find out why!

A Lowrance GPS is included at the helm



The cuddy cabin is a handy bonus on a boat of this size



The 860 is fitted with a single Mercury 225hp outboard engine





2005 £19,995

Cobra Nautique 7.5m

DATA FILE

Length 25ft 6in (7.5m)**Beam** 8ft 4in (2.5m)**Draught** 2ft 0in (0.6m)**Displacement** 1.5 tonnes**Fuel capacity**

57 imp gal (260 litres)

Engines Yamaha 200hp outboard**SOLD BY** Cobra Ribs.Web: www.cobraribs.com

Well made boats
with a wide variety
of colour combinations

Limited protection
from the elements

MOTORBOAT RATING



Cobra Ribs has been building boats of between six and 11 metres at its base in Christchurch, Dorset, since 1988, and prides itself on customisation. Clients are allowed to create their own specification with a large choice of tube and upholstery colours as well as layout options and a huge range of potential extras. The Nautique 7.5 ('Nautique' designates a luxury leisure specification as opposed to the 'Heavy

Duty' commercial option) was launched in 2001 and ran until 2007 – a very popular model, over 200 were sold. The 7.55 was its direct replacement, the 7.6 now the current model in the range.

LAYOUT

Two main layouts are offered. Both feature a centre console with a pair of seats with lift bolsters tucked behind for the helmsman and navigator. A bench seat runs across the back just ahead of the transom and a single seat is moulded into the front of the console

(always an 'exciting' place to ride). The change comes further forward in the bow. Most customers opted for the layout you see here, with a U-shaped seating area that infills to create a small sunpad. The alternative was a permanently infilled area that trades floor space for a large locker beneath a lid that hinges on gas struts.

ENGINE

All 7.5 Nautiques got 6-cylinder outboard engines, usually Yamaha or Mercury Optimax. The age of

this boat is right on the cusp of the rise of 4-stroke engines, most getting the lighter weight 2-stroke motors instead. Later 4-stroke engines were quieter and gave more economical running in return for their slight weight penalty.

PERFORMANCE

Engines were offered as 200hp and 225hp. You should see 40 knots with the smaller motor, the larger option gaining another 10% in top speed in return for its extra 10% of horsepower.

A pair of seats behind the centre console is a feature of both layout options



On this model, the U-shaped seating in the bow can be infilled when needed



The lighter weight 2-stroke 200hp Yamaha should be good for 40 knots



2013 £29,950

Ribeye A600

Great family boat with loads of seating
Jockey seats not to everyone's taste

DATA FILE

Length 19ft 8in (6.0m)

Beam 11ft 4in (1.38m)

Draught 3ft 3in (1.0m)

Displacement 1 tonne

Fuel capacity

26 imp gal (120 litres)

Engines Yamaha 100hp outboard

FOR SALE PC Boat Sales.

Web: www.pcboatsales.com

MOTORBOAT RATING



Another British company – we seem to be good at this RIB building lark – Ribeye has been in business for nearly 20 years and is based in Dartmouth, although most of the boats are now built abroad. Its model range is divided into five lines. 'T-Series' boats are small aluminium-hulled tenders up to 4m. 'S-Series' are larger sportsboats between 6.5m and 10.5m, Super Yacht Tenders are custom-built for the decks of 100ft-plus yachts and a new 'Prime

Series' is high-performance craft. This is one of the 'A-Series' range of boats, a three-model family range of practical sensible RIBs measuring between 5m and 6m.

LAYOUT

The standard layout of the self-draining cockpit is twin two-person jockey seats side by side that firmly locate the crew in position. Back aft is a three-person sculpted bench seat with backrests and a little storage under, while ahead of the helm console is a single 'thrill' seat

facing a small seat pad in the bow. This takes the total seating to nine, although the boat is actually rated to 12.

While most A600s will have this layout, Ribeye offers a full customisation programme whereby it will configure the boat to pretty much any layout of the buyer's choice, so you may find the odd boat with a completely different set-up.

Completing the package is a 120-litre stainless steel fuel tank sited under the deck.

ENGINE

Yamaha is the only choice with Ribeye, so you'll find a Yamaha outboard of between 100-150hp bolted to the transom, our featured boat sporting an economical 4-stroke 100hp fuel injection unit.

PERFORMANCE

With the largest 150hp engine, expect a top end close to 50 knots! With 100hp you'll still nudge 40 knots lightly loaded, mid 30s if you have a few crew on board.

The helm comes complete with Garmin GPS and VHF



While the jockey seats might not suit all they certainly provide plenty of seating



Expect to reach between 30 and 50 knots in the A600

PC Boat Sales
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MY CHOICE The Ribeye is probably the most sensible choice, almost brand new, quick enough yet still economical. The Shearwater is the most desirable with its high quality build, cuddy cabin and 225hp sting in its tail (albeit at a price), and the Cobra is the best all-rounder, that V6 Yamaha is going to sound fantastic and provide great performance to this very capable boat. But the race-bred Cougar for under £20,000 is simply irresistible and gets my nod this month. **Nick Burnham**



DATA FILE

Length 27ft 7in (8.4m)

Beam 8ft 0in (2.4m)

Draught 3ft 0in (0.9m)

Displacement 1.25 tonnes

Fuel capacity

57 imp gal (260 litres)

Engine Honda 225hp outboard

FOR SALE Jaykay Marine Sales.

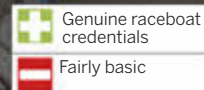
Web: www.jaykaymarine.co.uk

MOTORBOAT RATING



2006 £19,995

Cougar R8



For those of us of a certain age, Cougar is synonymous with race boats. Lamborghini-engined offshore catamarans, 100mph monohulls and extreme race RIBs. Hardly surprising really, given that the business is run by eight-times offshore powerboat racing world champion Steve Curtis, the company having originally been started in 1968 by his father – also a powerboat racer. Against that background you'd expect a leisure RIB built by Cougar to

be rather sporty – and you'd be dead right. Despite being the smallest of the 'R' performance range and described as an entry-level boat, the R8 has an aggressive twin stepped hull and can handle 350hp.

LAYOUT

The R8 looks as good as it goes, with tapered low profile tubes finished in white and turquoise. On board it's all pretty straightforward, two twin jockey seats with substantial handrails built into the back of them dominate

the cockpit, there's a three-person bench set into the transom and just room for two to perch on the seat ahead of the centre console with its low wind deflector.

Up front, a solid stainless steel bollard and grabrail hint at the build quality. Simple but effective, it looks brilliant.

ENGINE

As you'd expect, the Cougar can pack a pretty powerful punch – 350hp is the maximum rated motor, 130hp the

starting point. The example you see here has a mid-range Honda 225hp 4-stroke outboard that should provide entirely sufficient performance but with sensible running costs and low noise levels.

PERFORMANCE

Even with the smallest (130hp) engine the R8 ought to be good for 40 knots. The 225hp Honda fitted to this boat elevates that to over 50 knots, while the largest engine should offer an eye-watering 60-knots plus!



The two twin jockey seats with substantial handrails



Top notch build quality and plenty of lockers under the bow seating



The helm is straightforward but functional

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Twin Perkins 145hp Diesels. 4 berths, eberspacher heating, holding tank, battery charger & victron inverter, hot & cold water via calorifier. £54,950



1998 SEALINE F43

Twin Volvo Penta 370hp Diesels. 8 berths, radar, gps plotter, bowthruster, warm air heating. £129,950



2008/09 SEALINE S25

Single Volvo Penta D3 190hp Diesel. 4 berths, gas hob & grill, holding tank, battery charger, hot & cold water, Viewing highly recommended. £39,950



2009 JETTEN 37AC

Single Yanmar 75hp Diesel. 4 berths, heating, bow / stern thrusters, inverter low hrs from new. £155,950



2012 /13 SEALINE C48

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SEALINE S41, 2001, Twin Volvo KAMD300 285Hp diesel engine 6 berths in 2 cabins, luxury sports cruiser. Includes: EDC controls, Bow thruster, New stern thruster 2014, Raytheon radar, plotter, speed log, depth sounder, electronic compass, Simrad auto pilot, VHF radio, Services Feb 2015, Pascrell. Too much to list. BSS till 10/2017. £112,000



INTERSHIP 1250, 1993, Single Vetus 6BT 5.9L diesel engine, 5 berths in 2 cabins dutch steel. Includes: Bow thruster, Stern thruster, 4Kva generator, Radar, Autopilot, GPS, Tridata, DSC VHF, Canopy and Bimini, Washing machine, Holding tanks. £97,500



BIRCHWOOD370 COMMANDO, 2001, TWIN Volvo Penta KAD 300 285hp diesel engines, 6 berth in 3 cabin luxury cruiser. Includes: Eberspacher heating, Raymarine Radar, Auto Pilot, Plotter, compass, Autohelm Bi-data, Simrad DSC VHF, Electric anchor winch. Life raft and BSS till 2018. £89,950



NAUTICA SALPA, LAVER31.5 2004, Twin VM 230Hp diesel engines, 6 berths in 3 cabins Sports Cruiser. Includes: 240v shore support, Batt charger, Raymarine Radar, Speed log and Depth sounder, DSC VHF, Wet bar with hob, Separate cabins and BSS till 05/2016. £44,995



BAYLINER 285 CIERA, 2005, Single Mercruiser 350 Magnum petrol engine, 6 berths in 2 cabins Sports Cruiser. Includes: Eberspacher heating, TV, DVD player, Radio/CD player, New LED cabin lights, carpets, anchor, hinged radar arch, holding tank, 240v shore support, Inverter, New batteries & charger, plotter, GPS, Depth sounder, Speed log and BSS till Mar 2019. £49,995



OCEAN 30, 1974, Twin Vetus M3.09 25hp diesel engines, 5 berths in 2 cabins cruiser. Includes: 240v shore support, battery charger, speed log, depth sounder, re engine 4yrs ago, Smev hob and oven, CD player and BSS till 2018. £23,995



SEALINE 218 ENVOY, 1989, Single Volvo Penta 431 V6 petrol engine sports cruiser, 4 berths in 2 cabin. Includes: Depth sounder, Speed log, 240v shore support, Battery charger, CD player, Engine and stern drive services summer 14. BSS till 06/16. £12,500

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PD0209



PRINCESS 57 2003

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Hull colour - Blue

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£49,995 Ex Tax



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- Tonneau cover

WALES: +44 (0)1758 703013

Hull colour - Blue

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£289,950 VAT Inc.



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- Blue mood lights
- Bow thruster
- Teak cockpit

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Hull colour - Blue

TARGA 48 OPEN | 2015
£595,000 VAT Paid



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- Submersible bathing platform
- Air conditioning
- Fusion 22" TV

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Hull colour - White

TARGA 48 GT | 2015
£690,780 VAT Inc.



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TARGA 50GT | 2012

£475,000 Ex Tax



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- White mood lighting to main galley and cabins
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CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

TARGA 50GT | 2012

£595,000 VAT Paid



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WALES: +44 (0)1758 703013

Hull colour - White

PHANTOM 40 | 2003

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- Bowthruster

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

PHANTOM 50 | 2008

£379,950 VAT Paid



- Twin Volvo Penta D12 EVC 715hp
- Air conditioning class C spec
- Generator
- Williams 285 Turbojet with iPod

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

SQUADRON 48 | 2015

£711,072 VAT Inc.



- Twin Volvo IPS600 D6-435 diesel engines
- Bowthruster
- Air conditioning
- Garmin GHP autopilot

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

SQUADRON 55 | 2009

£559,000 VAT Paid



- Twin Volvo D12 800HP diesel engines
- Bow & stern thruster
- Generator - Cummings Onan
- Heating - Webasto

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

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2009. tremendous cruising boat, she abounds with seamanlike features and is both comfortable at rest and reassuring at sea.



Prestige 420 | £ 394,035 Tax Reclaimable Call: +44 (0)1489 854 455
2015. This boat boasts a full beam master stateroom with ensuite and separate staircase. Powered by Volvo IPS making maneuvering simple.



Nimbus 43 Nova | £ 265,000 Tax Paid Call: +44 (0)1590 673 212
2010. Quality built Swedish motor yacht in stunning condition which sleeps 6 in three cabins with 2 heads and is highly equipped.



Targa 47 GT | £ 239,950 Tax Paid Call: +44 (0)1489 854 455
2006. Extensive inventory including electric opening hardtop, bowthruster, sternthruster, full electronics & generator. Sleeps six in two cabins plus saloon.



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Swift Trawler 34 Fly | € 228,000 Tax Paid Call: +44 (0)1489 854 455
2013. Generous headroom and so much space for a 34-footer, the interior offers real room to breathe and a saloon that boasts a sofa bed.



Squadron 55 | £ 219,950 Tax Paid Call: +44 (0)1243 885 380
2002. Hardly used since she was antifouled, hull polished, new anodes and stern gear burnished at the beginning of the season.



Prestige 46 | £ 189,950 Tax Paid Call: +44 (0)1273 673232
2006. built by Jeanneau in 2006. Boat with 3 cabins in very good condition and fully equipped. Well worth a visit.



380 Commander | £ 164,950 Tax Paid Call: +44 (0)1243 885 380
2008. Quality-built Swedish motor cruiser that benefits from a host of options and is presented in very good condition.



Grand Mistral 37 HT | £ 139,950 Tax Paid Call: +44 (0)2392 373 300
2005. Beautiful example of this capable, well built cruiser. Three owners, low engine hours, well presented throughout.



Sealine SC38 | £ 137,500 Tax Paid Call: +44 (0)2380 450 000
2008. Simply stunning example of this luxury sports cruiser which has had two owners from new.



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WINDY 42' GRAND BORA

£185,000
Lymington



With two owners from new, this muscular six-berth performance Windy is a potent mix of huge cockpit, tender garage, first-class Norwegian craftsmanship and elegant styling. Twin D6-350s (420 hrs), gen., blue hull stripe and new teak.

WINDY 28' GHIBLI

£54,950
Lymington



2002 single KAD-300 28, blue stripe, teak-laid sunpad, bow-prop, holding tank, hot water, windlass, Garmin 4008 plotter and bimini. Clean and well-serviced, these pocket rockets graze 40 knots and are simply superb to drive fast!

WINDY 35' KHAMISIN

£144,950
Lymington



2006 Khamsin running on twin 240HP D4-260s (44 kts) at c.600 hours. Full VP service history, glistening white hull, blue Sunbrella cockpit upholstery, 4 berths and an epic Johnsen-drawn hull. Now ashore for viewings in Lymington.

WINDY 37' GRAND MISTRAL HARDTOP

£139,950
Portsmouth



2004/5 KAD-300 hardtop with a huge specification and simply doted on. Demisters, heating, radar, holding tank, inverter, C120, autopilot, etc. Just antifouled, polished & serviced March 2015– really must be seen.

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NIMBUS 280 COUPÉ

Year 1999 Lying Lymington Price £54,500 Vat Paid
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NIMBUS 320 COUPÉ

Year 2002 Lying Lymington Price £84,500 Vat Paid
Twin Yanmar 125 HP Engines very nice example well equipped.



NIMBUS 310 COUPÉ

Year 2001 Lying Lymington Price £79,500 Vat Paid
Twin Yanmar 125 HP Engines very nice example well equipped.



VIKSUND 340 SANTA CRUZ

Year 2008 Lying Lymington Price £119,950 Vat Paid
Single D6 435HP. Bow & Stern Thrusters Only 180 Hours



NIMBUS 43 NOVA

Year 2010 Lying Lymington Price £265,000 Vat Paid
Very well maintained & low hours. P/X Considered



NIMBUS 27 COUPÉ

Year 1996 Lying Lymington Price £39,950 Vat Paid
Great little cruiser with bow thruster & nice features.



NIMBUS 365 COUPÉ

Single D6 370HP Year 2010 Lying Lymington Price £187,950 Tax Paid
Full specification online.



STOREBRO BALTIC 420 ROYAL CRUISER

Year 1994 Lying Lymington Price £159,995 Vat Paid
Twin Volvo TAMD 72 413HP The best 420 we have seen!



NIMBUS 320 COUPÉ CHOICE OF 3

Year 2004 Lying N Ireland Price £95,000 Vat Paid
Year 2003 Lying Thames Price £88,950 Vat Paid



NIMBUS 340 COMMANDER CHOICE OF 3

Twin D3's 190HP Year 2009 Lying Lymington Price £179,000 Vat Paid
Single D6 310HP Year 2007 Lying Lymington Price £149,500 Vat Paid



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GRAND BANKS 42' EUROPA

£249,000 PRINCESS V53
Lymington

£415,000
Lymington



Much admired, often copied, never bettered. These wonderful motor-yachts offer solid sea-keeping, the best joinery in the business (just admire the parquet floors) and are famously tough on the deep blue. Gold-dust in Europa format at this length.



Pristine one-owner 2009 Princess V53 on the largest 775HP Volvo Penta diesel option (246 hrs). Hardtop version, 2 Eberspacher heaters, Serotina Cherry joinery/ Midnight Sky galley, Williams 325 (17 hrs). Only UK example in the market!.

SEALINE 410 STATESMAN **£99,950**
Lymington

OYSTER LD43 **£199,950 VAT not paid**
Lymington

SEA RAY 455
SUNDANCER

£149,000
Lymington

WEYMOUTH 51'

£145,000
Lymington



Superb aft cabin accommodation with separate heads and separate shower, very clean throughout (gleaming TAMD71B's), 2012 gen., heating, Coppercoated, much-updated and obviously cherished – just reduced to under £100K.



Very lightly used 2007 LD43 with only 198 hours on her Hamilton jet-drive 480HP Yanmars. Stunning, unmarked oak interior with leather upholstery, double forward cabin and all the gizmos. Ex VAT and lying ashore in Lymington!



Phenomenal accommodation with a great cruising inventory – this 2004-build 455 represents huge value for money. Owned from new, and just being prepared for the season, this hardtop cruiser simply must be viewed.



This stunning Halmatic-moulded yacht offers huge value for her skinnier ask. Twin Ivecos, 2012 major refit, commercially-derived hull, solid teak joinery, 8 berths. Just lifted, painted, serviced and sorted for the 2015 season.

TRADER 42' **244,950 VAT not paid**
Lymington

FLEMING 55' **£749,000**
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PASCOE SY10

£120,000 ex tax
Lymington

STOREBRO ROYAL
CRUISER 420 BALTIC

£149,995
Lymington



Trader/Castro pedigree is all over this mint 2008 two cabin model. Spotless machinery, Tardis-sized interior with fantastic ensuite fore-aft double cabins, and massive build. Cummins 380s @ 410 hrs, gen., inverter, heating and elevated exterior helm.



Fully gadgeted, lightly used and stunning 2005 Fleming. By far the best value on this planet – or any other – this world passage-maker is running on twin Cummins @ 840hrs, twin gens, aft passarelle. Video presentation at www.berthon.co.uk



The ultimate rubber-ringed flying machine. Blitting performance from twin D4-260s, Ocke Mannerfelt stepped hull, Spinneyback leather upholstery, E120 plotting, teak decking, blue tubes, white gel. Perfect SY tender at a fraction of replacement cost.



Scandinavian motor-yacht building at its finest – this 1994-vintage 420 is beautifully presented, and executed to a level not truly possible today. Twin Volvo diesels, heating and an immaculate satin mahogany interior – must be viewed.

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TRADER 575 SIGNATURE



2004, 2 x YANMAR 500hp. Outstanding one owner boat with very low hours. Huge and beautifully finished accommodation. Full loaded with genset, air co, hydraulic bow thruster, stabilizers and all meticulously maintained. A great opportunity to head for the Med.

Alcudia, Mallorca £360,000 **NEW LISTING**



RIBEYE 785



2013, Yamaha 300hp Outboard. Very fast and huge spec – hypalon tubes, Scott suspension seats, Silvertex upholstery. Just 60 hours.

Universal Marina £63,000 **AWESOME!**

TARQUIN 635



1995, 2 x GM DETROIT @730hp. Beautiful example of this powerful 4-cabin cruiser. Big beam, amazing living spaces, inc single level saloon/galley/pilothouse, all cabins ensuite. Fexas hull great in the rough.

Universal Marina £380,000

TRADER 625



2001, 2 x CAT 3196 @660hp. Really lovely example of this gentleman's cruiser. Big beam and 4 cabins with 4 heads make her particularly roomy. Bright cherry wood interior and lots of recent refit work.

Universal Marina £370,000 **BIG PRICE DROP!**

TRADER 535 SIGNATURE



1998, 2 x CAT 3126 @420hp. One owner from new. Great condition, high spec and loads of upgrades, including hydraulic thrusters and the only stabilizer system fitted to any 535.

Portland £279,950 **MUST BE SOLD! MAKE AN OFFER!**

TRADER 54 SUNLINER



2003, 2 x CAT 3126B @450hp. Beautiful two cabin layout with huge living accommodation – casual saloon with galley and dinette forward. Amazing cruising spec including ABT thrusters and stabilizers and lots of upgrades.

Hayling Island £330,000

TRADER 64 SUNLINER



2011, 2 x CAT C18 @ 1,000hp. Our finest owner/operator passagemaker. Amazing Castro designed hull, huge range and incredible spec. Stylish exterior matched by exquisite interior with four staterooms.

Ibiza £1,295,000 ex Tax

TRADER 70 SUPERYACHT



2000, 2 x CAT 800hp. ABT stabilizers, twin gensets and all the cruising goodies including tender and jet bike. Masses of accommodation including four en suite staterooms, separate pilothouse, etc etc.

Palma, Mallorca **REDUCED** £550,000

TRADER 445 SIGNATURE



2001, 2 x Volvo 318hp. One owner from new and meticulously maintained for cruising. Three cabins and all the Trader luxuries.

Universal Marina £215,000

TRADER 475



1998, 2 x Perkins @ 225hp. Rare galley up layout, with amazing sleeping accommodation for eight in three staterooms and one bunk cabin. Lots of great exterior space too.

Frapa, Croatia **SOLD**

TRADER 41+2 SUNDECK



1989, 2 x VOLVO 306hp. All the most popular options – aft deck canopy, aft deck door to saloon, three cabins and the largest engines. Much loved, well maintained and priced to sell in a beautiful part of the Med!

Turkey £92,500

TRADER 50 SUNDECK



1985, 2 x VOLVO TAMB @ 375hp. Great early example of this popular cruiser. Good condition with lots of upgrades. Re-engined for modern performance in 1996. Current owner since 1998 and lovingly maintained.

Sardinia €95,000 **UNDER OFFER**

TRADER 44 SUNDECK



1992, 2 x CAT 3208 @ 435hp. Lovely example of this popular cruiser with rare CAT power. Well equipped and maintained, including indoor winter storage by her current owners.

Finland £150,000 **NEW LISTING**

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YEAR
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STEVENS 1200 VLET

YEAR
2005

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YEAR
2008

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BROOM 4150S

YEAR
2002

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BROOM 41

YEAR
1999

- Twin Perkins Sabre 300TI engines
- 4 Berths in 2 Cabins

£169,950.00 VAT PAID



WESTWOOD 38

YEAR
2009

- Twin Volvo 220hp
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BROOM 38

YEAR
1998

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YEAR
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BROOM CROWN 37

YEAR
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2004 Viking Seamaster Waterline 30, 1 x Nanni 50hp Diesel, 6 Berths, Ideal live aboard. Only 6 ever made. Bow Thruster, BSC expires 2017. **£49,950**



1972 Seamaster 27, 1 x Ford Wortham Blake 30hp Petrol, 4 berths, BSC expires Oct 2018. Ideal for Thames cruising. **£7,950**



1997 Bayliner 2855 Ciera, 1 x Mercruiser MCM 5.7LT 250hp Petrol, 6 berths. Ideal for family holidays. 2010 Survey available. BSC Expires 2018 **£27,000**



1970 Seamaster 20, 1 x Yamaha 9.9hp 2S Outboard Petrol, Perfect for first time boaters. Road trailer included. **£5,500**



1992 Sealine 270 Senator, 2 x Volvo Penta AQ250 300hp Petrol, 4 Berths, Perfect for extended cruising. BSC Expires 2016. Mooring available. **£24,950**



2012 TL260 Ribeye, with 4hp Yamaha Outboard (10 Hours use), Aluminum hull, 4 people max. Can be hung from davits or transported on a car roof rack. **£2,195**

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2010 Princess 42 Flybridge. Immaculate one owner example, twin Volvo D6 diesels. Very well equipped inc two luxury en-suite cabins must be seen. **£324,950**



2000 Broom 38. Fitted with twin Yanmar 250hp diesels. Lovely condition and only two owners from new plus she has nearly all of the options available. **£155,000**



2004 Island Packet Express, Great boat at a great price! A great spec & performance make this boat a fantastic weekend cruising boat. Well maintained. Twin Yanmar 370hp diesels on shafts. **£160,000**



2006 Succes 115 ULTRA. Dutch steel Cruiser New listing, beautiful condition with a full history and documentation. **£149,000**



2002 Sealine F33 Flybridge, Spacious family cruiser in great condition. 6 berths in 3 cabin areas. Twin Volvo diesels & bowthruster. **£79,950**



2000 Stevens 1140. Fitted with a single Perkins 135hp diesel engine with bowthruster, Heating and Generator, 6 berths in 3 cabin areas. **£139,950**



2004 Aquanaut 1150 AK. Superb steelboat, spec'd for liveaboard euro cruising. Massive equipment list, 2x Perkins diesels bow/stern thrusters, generator. 6 berths. **£179,995**



2008 Linssen Grand Sturdy 33.9 AC. One of the best available. V. well equipped & low hours. 1x Volvo D275hp diesel. Perfect condition. **£145,000**



2005 Beneteau Antares 9.80. Twin Nanni diesels. Excellent all-rounder in sound condition. Makes a great family cruiser with all mod cons. **£75,000**



1991 Klass Mulder 13.50. Very spacious & well equipped steelboat in lovely condition. 1x Vetus diesel. 7 berths. Diesel fired C/heating. Generator. **£69,950**



1978 Princess 32. Lovely condition and has had a lot of money spent by the present owner, resulting in a boat that should provide many years trouble free boating. Twin Volvo AQD40 136hp diesels. **£23,000**



1991 Pedro 36. Much loved, one owner example of these popular, spacious boats. Well equipped, 7 berths, twin Volvo diesels. New tender & outboard. **£66,000**



1984 Hardy 25. A lovely example of this popular, versatile boat. Economical & ideal for river or coastal use. Single Volvo 37hp diesel. **£18,250**



2003 Kent 28. A compact, yet surprisingly spacious vessel full of character. Ideal for inland or coastal cruising. Good clean condition. Single Nanni diesel. **£64,950**



1988 Stevens 37.5. Well cared-for spacious, steelboats. All mod cons, 6 berths in 3 cabin areas. Tender & Davits. Single Volvo Penta 130hp diesel & bowthruster. **£65,000**



1975 Project 31. Great all-round condition. Well equipped, ideal for inland/coastal cruising. Fold-down S/S screens allow low-bridge access. Updated nav gear, 2x Volvo 75hp diesels. **£15,950**

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Ex-stock

2015. New Leader 40 from Jeanneau Powerboats features high performance and modern design. Luxurious details are found throughout the refined modern interior of the Leader 40. Part exchange available. **£259,950 inc VAT and extras.**



2010. Prestige 38S with twin Cummins 320hp diesel engines with FSH and joystick control. Great specification Low hours, air conditioning, nav kit & new covers. Services and antifouled April 2015 – ready to go for the season. Viewing essential! | **£159,950 VAT paid.**



Ex-stock

2015. Merry Fisher 855. Innovative interior design solutions. Adapted for fuel-efficient cruising with an outboard engine. Two independent cabins. Fitted with twin Suzuki DF150TGX digital control outboards, Premier 2015 pack and Navigation 2015 pack | **£89,950 inc VAT and extras.**



Ex-stock

2015. Velasco 43F. Twin Cummins 380hp inboard diesel engines. Stunning new revolutionary flybridge cruiser. Recessed side decks. Side access door. All round vision with a fantastic interior and flybridge. Bow and stern thrusters, heating and much more! | **£356,990 inc VAT and extras.**



Ex-stock

2015. The perfect floating apartment with exceptional views of the sea. Incorporating all the qualities that have made the NC11 a success, the **NC9** perfectly demonstrates the spirit of the line in a more compact model. Part exchange available | **£143,150 inc VAT and extras.**



2008. This well looked after **Jeanneau Prestige 50 S** is well equipped and has 2 Volvo Penta D9 575HP engines and is shaft driven. Complete with mid-ship cabin and very well equipped galley she meets all expectations of a modern boat | **£229,950 inc VAT.**



2008. 'Grace III' is an exceptional example of the **Fairline Targa 38** – she has a massive spec and twin Volvo D6's with just over 200 engine hours her extras list to include generator, air-con, passerelle and bow-thruster. Part exchange available | **£148,950 inc VAT.**



Under Offer

2013. Leader 8 Azur. A stunning limited edition version of this popular model. One owner, four berths with full canopy, bow thruster, nav kit, single Volvo Penta 5.7GXi 320hp petrol engine. Serviced & antifouled 2015 – ready to go | **£79,950 VAT paid.**



2008. Aquador 28HT with Volvo Penta D6 330HP. High level of equipment. Excellent condition. A strong pedigree, winning Motor Boat of The Year Award in 2009. Two owner boat which has been extremely well looked after. Viewing highly recommended | **£89,950 VAT paid.**

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Williams TurboJet 325s (2015)
£27,195 VAT paid

Located: Essex Marina, United Kingdom

- » 100 HP
- » 4 Passengers
- » Custom Colonial Colour Tubes
- » Oyster Vinyl Upholstery

EWV85



Williams Sportjet 520 (2015)
£40,185 VAT paid

Located: Essex Marina, United Kingdom

- » 200 HP
- » 2 Hours
- » 6 Passengers
- » 52 MPH

EWV2



Williams TurboJet 325 Sport (2015)
£30,295 VAT paid

Located: Essex Marina, United Kingdom

- » 100 HP
- » 1 Hour
- » 10 Year 'Anniversary Special Edition'
- » Teak Inlay

EWV83



Williams Sportjet 460 (2015)
£34,795 VAT paid

Located: United Kingdom

- » 150 HP
- » 1 hour
- » 5 Passengers
- » 48 MPH

EWV1



Williams TurboJet 385 (2012)
£19,950 VAT paid

Located: En Route To UK

- » 100 HP
- » 50 Hours
- » Teak Footwells and Side Pods
- » 48 MPH

ES2158



Williams TurboJet 285 (2015)
£22,825 VAT paid

Located: Essex Marina, United Kingdom

- » 80 HP
- » White Deck, White Helm, Hull white.
- » Tube Colour Military Grey and Artic Grey
- » High Performance Speeds up to 42 Knots

EWV84



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BROOM 39

£135,000

- Built 1992.
- Twin Volvo Penta TAMD 61A 306hp diesel engines.
- Full Raymarine navigation package
- 4kva Generator & Eberspacher heating
- New aft canopy in 2013
- Viewing highly recommended



Fairline Phantom 43. Built 2003. Twin Volvo Penta TAMD 75P-A 480hp diesel engines. High performance sports cruiser offering spacious accommodation with 6 berths. Large flybridge with wet bar and griddle – great space for entertaining. **£185,000**



Sealine F33. Built 2001. Powered by twin Volvo Penta AD41P diesel engines. 6 berth family cruiser with large sunpad, integrated flybridge steps, bow thruster, Eberspacher heating and immersion heater. **£72,000**



Moonraker 30. Built 1970. Powered by twin Perkins 4.108 50hp diesel engines. Well equipped with Garmin GPS chart plotter, VHF radio, immersion heater and heating. 4 berth accommodation with dinette and forward cabin. **£21,750**



Linssen 32. Built 1988. This traditional steel cruiser has a single Vetus 68hp diesel engine. With 5 berths including an aft cabin, saloon, dinette and galley. Perfect for cruising inland waterways. **£55,000**



Sealine S38. Built 2004. Twin Volvo Penta KAD 300 285hp diesel engines. Raymarine navigation package, bow thruster, battery charger and portable generator. Large social cockpit with wet bar and grill. Stunning interior with 7 berths in 3 cabins. **£99,950**



Broom 33. Built 1989. This solid medium size offshore cruiser has 6 berth accommodation with aft master cabin. Fitted with twin Volvo Penta TAMD 41A 200hp diesel engines. BSS Certificate valid until 2018. **£77,000**



Broom Monarch 39. Built 1983. Twin Ford Mermaid 180hp diesel engines. Spacious accommodation with 3 private cabins offering 5/6 berths and 2 heads with showers. Major refit in 2007 at Broom factory. Capable offshore cruiser. **£93,500**



New Broom 370. Twin Volvo Penta D4 260 diesel engines, bow thruster, cockpit heating, Raymarine navigation package and teak laid cockpit and bathing platform. **Please call to discuss detailed specification – Part Exchange Considered £375,000 (inc vat)**



Falcon Velici 34. Built 1997. Twin Volvo Penta AD41/DP 200hp diesel engines. In immaculate condition it offers 6 berths, spacious cockpit with sunpad and good internal saloon. Fitted with bowthruster and includes a dinghy and outboard. **£85,000**

AGENTS FOR

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2008/9 SEALINE F37 FLYBRIDGE CRUISER. Volvo Penta D4 260hp diesels on shafts. Accommodation for up to six with cream leather to saloon and black Corian worktops to galley, Webasto heating, electric window to helm, bowthruster, remote spotlight, Raymarine E80 plotter, radar, autopilot, speed & depth log, VHF, electric flush toilet with holding tank and much more. Serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome. **£166,950 INC VAT**
 Lying: Lincoln



2011 SEALINE T50. Twin Volvo D9 575hp diesels (110 hours). One owner, MK II example with rear facing radar arch, Raymarine E140W plotters at both helms, radar, VHF, autopilot, chain counter, generator, heating, bow & stern thrusters, washer/dryer, LED's, wooden saloon floor, dishwasher, TV upgrade, Movida exterior upholstery, wet bar with BBQ, sink & fridge, teak, holding tank & lots more' **£379,950 INC VAT**
 Lying: Lincoln



2005 SEALINE T52. Volvo D12 675hp diesels with 500 hours, reverse cycle A/C, generator, leather, teak and holly saloon floor, satellite TV, Raymarine E120 plotters, radar, autopilot, VHF, upgraded windlass, two extra fuel tanks providing increased range, passerelle, bimini, flybridge wetbar with BBQ & fridge, washer/dryer, dishwasher, teak decks, engine camera and much more. **£249,950 INC VAT**
 Lying: Ipswich



2001 FAIRLINE SQUADRON 55. Twin Volvo Penta TAMD122P 600hp diesels, A/C, chart plotters, radar, autopilot, leather to dinette, Bose surround system, ice maker, holding tank, bowthruster, wet bar with BBQ & fridge, hydraulic dinghy crane/passerelle, washing machine and much more. Fabulous accommodation for six in three separate cabins, ideal for extended cruising or the Med. **£199,950 INC VAT**
 Lying: Ipswich



2001/2 FAIRLINE PHANTOM 43. Volvo TAMD74P 480hp EDC diesels (388 hours), Raymarine RL80C plotter, radar, autopilot, tridata, VHF, bowthruster, passerelle, air conditioning, Eberspacher heating with 7 day timer, Onan generator, saloon TV, saloon fridge, teak cockpit, bathing platform, flybridge steps, Flybridge wet bar, fridge and electric griddle. Without doubt the best example on the market. **£169,950 INC VAT**
 Lying: Lincoln



2010 JEANNEAU NC11. Twin Volvo Penta D3 200hp diesels, bowthruster, Raymarine E120 plotter/radar, autopilot, heating, AIS transceiver, holding tank, generator, sim-card alarm/camera, tracker, safe, full Volvo service history and much more. Engines and legs serviced March 2015, polished and antifouled with three month engine warranty. Part exchange option available **£159,950 INC VAT**
 Lying: Lincoln



2003 FAIRLINE TARGA 40. Volvo Penta KAD300 285hp diesels with EDC controls and low hours, bowthruster, Raymarine RL70 chartplotter / radar, Shipmate VHF, Raymarine autopilot, teak cockpit and bathing platform, electric windlass, Eberspacher heating, beige leather upholstery, electric quiet flush toilet, Fairline crockery and much more. Recently antifouled and polished. **£129,950 INC VAT**
 Lying: Lincoln



2006/7 FAIRLINE TARGA 38. Twin Volvo Penta D6 310hp diesel engines. Super example of this exhilarating family sports cruiser with accommodation for four in two dedicated cabins and a great specification and cruising inventory. Serviced, polished and antifouled with three month UK engine warranty. Part exchange considered. **£145,950 INC VAT**
 Lying: Lincoln



1995/6 PRINCESS 420. Twin Volvo Penta TAMD63P diesels, bowthruster, Raymarine E80 plotter, VHF & Autohelm ST6000 Autopilot, generator, Eberspacher heating, rope cutters. Accommodation for six with Maple interior, new leather upholstery in saloon including matching lower helm seat, carpets, teak cockpit and more. Supplied serviced, polished & antifouled with 3 month UK engine warranty. **£129,950 INC VAT**
 Lying: Lincoln



2006/07 CRUISERS YACHTS 370 EXPRESS. Yanmar 315hp diesels with low hours, bowthruster, Raymarine C80 plotter/radar, ST60 autopilot, VHF, electric windlass, trim tabs, reverse cycle A/C, electric quiet flush toilet, holding tank, washing machine, 3 TV's, Onan 7.5kva generator, flexi teak cockpit and bathing platform, ice maker, cockpit LEDs, new canopies and antifouled July 2014. **£99,950 INC VAT**
 Lying: Lincoln



1996/7 WINDY 37 GRAND MISTRAL. Twin Mercruiser DT250 diesel engines, bowthruster, Raytheon Autopilot, Raymarine C80 plotter and radar, VHF, teak cockpit, snap davits, wet bar with cockpit fridge, Eberspacher heating with cockpit outlet and much more. Serviced polished and antifouled with three month UK engine warranty. **£79,950 INC VAT**
 Lying: Ipswich



2007/8 DORAL MONTICELLO. Single Volvo Penta 5.7 ltr GXI Petrol engine, chart plotter, depth sounder, spotlight, battery charger, holding tank, electric stove, microwave and lots more. Supplied serviced, polished and antifouled with three months engine warranty. Part exchange considered & lots more. **£44,950 INC VAT**
 Lying: Lincoln



FORUMLA 37SPC. Spacious family sports cruiser powered by twin Mercury 8.1 L Horizon petrol engines on V drive with low hours, bowthruster, Raymarine SL70 radar, Gamin GPS map 551, new VHF, reverse cycle air conditioning, Kohler generator, new battery charger, trim tabs, electric head with macerator & holding tank and much more. Survey available **£44,950 INC VAT**
 Lying: Ipswich



NEW BAYLINER 185 BOWRIDER. Single 4.3 ltr Mercruiser inboard engine, arctic white and black hull with almond sports seating, MP3 ready waterproof stereo, cockpit and tonneau covers, cockpit carpets and swim platform extension. Stunning boat with lots of storage, ideal for getting the family out on the water. Part exchange considered. **£19,995 INC VAT**
 Lying: : Lincoln



2006 SEALINE S34. TTwin Volvo Penta KAD32 170hp diesels, Raymarine C70 GPS, VHF, bowthruster, teak cockpit and bathing platform, Eberspacher heating and much more. Supplied serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome. **£89,950 INC VAT**
 Lying: Lincoln

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FLEMING 55, 2011. One owner perfectly maintained, beautiful Fleming 55, All options including stabilizers, thrusters, hardtops, passarelle and much more. Fully maintained and recently serviced for the coming season. Beat the waiting list and get a nearly new boat immediately. Lying Southampton. **£1,185,000 Tax Paid.**



FLEMING 55, 2008. One owner, immaculate with Twin Cummins 500hp engines, stabilizers, bow/sternthrusters, full Raymarine navionics. A stunning boat, amazing condition. Lying Croatia. **£850,000 Tax Paid.**



FLEMING 65, 2010, Delivered 2011. Excellent one owner F65 with Twin MAN 800hp engines. Extensively equipped & in virtually new condition she is offered for sale at significantly less than a new vessel. Including Boning central monitoring system, stabilizers, Raymarine Nav gear, 6 berths in 3 luxury cabins, hardtops & all the extras needed. Lying Balearics. **€2,100,000 Tax Paid.**



FLEMING 55, 2005. Only 2 careful owners from new. Twin Cummins 490hp engines, bow/stern thrusters, stabilizers, commercial spec. Furuno nav gear. Lying Lymington, UK. **£745,000 Tax Paid.**



FLEMING 55, 2006. A pristine example of a v. well maintained 1 owner boat. Outstanding condition. Huge spec incl. stabilizers, bow/stern thrusters, generator, low hours. Lying South Coast. **£850,000 Tax Paid.**



FLEMING 55, 2000. Twin Caterpillar 435hp engines, 2300 running hours, 2 generators, stabilizers, many upgrades by her current & second owner. Great condition. Lying Isle of Wight. **£595,000 Tax paid.**



FLEMING 55, 1998. A well-equipped example with new exterior upholstery. 2 careful owners from new. Twin CAT 375hp engines, stabilizers, bow thrusters & twin gensets. Lying Portugal. **£495,000. Tax Paid.**



2004 FLEMING 55. An outstanding turnkey example in superb condition, continually upgraded regardless of cost by full-time Captain & owner. Very high spec inc stabilizers & 2 x Cummins 450hp diesels. **£735,000 Tax Paid.**



FLEMING 58, 2014. Latest model in Fleming range. Massively equipped, tax paid and amazing opportunity to beat the 2 year waiting list as owner is buying larger. **€2,995,000 Euros. Tax Paid.**



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2011 Swift trawler 34
425 Cummins with 130 hours only !!
£153,000 EX VAT Hythe Marina.



2 x Nimbus 320's one blue one white both excellent full specs on website with videos. **£97k and 95k** we have several other NIMBUS boats.



Botnia targa 27 2000
1 x 44 EDC 260 hp with just 450Hrs
one owner only , superb example **£74,950**



2002 Aquastar 38
2 x 265 Sabre Perkins, Wonderful Craft great extras and very well maintained see wbesite. **£159,950**



Nimbus 370 1994,
2 x 200 Volvos LOTS of recent work and kit.
Must be viewed. £89.950



Two very nice Broom 39kl's
1 x 2005 1 x 2004
£174,850 and £179,000 on website



Jeanneau Prestige 390 S 2010 -11
near new order great boats, 2 x 320 Cummins give strong performance well priced at **£179,000**



1997 Nimbus 340 Coupe
2 x 230 Yanmars Great cruiser and VERY clean,
see **VIDEOWALK £86,000**



2009 Nimbus 365
1 x 370 Volvo D6, super cruising boats
clever deck design, see website **£187,950**



2002 Searanger 48
such a seaboot, wonderful throughout
Must be viewed, see website **£248,000**



2007 Galeon 390.
in amazing order see videowalk. 2 x D4 260, massive spec.
One owner. **£145,000**

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AZIMUT 40

2013 - 2 x 355hp Cummins - generator - air cond - joystick - like new.

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AZIMUT 43

2011 - 2 x 480 hp Cummins - 80 hours - hydraulic aft platform - bow and stern thruster - generator - air cond. - full electronics - bimini - immaculate condition - also 2007 available at € 220,000.

€ 430,000 *tax paid*



AZIMUT 43 Magellano

2014 - 2 x 355 hp Cummins - 3 cabins - generator - air cond. - leak - bow thruster - full electronics.

Contact us



AZIMUT 68S

2010 - 2 x 1300 hp MAN - 3 cabins + crew - SAT TV - Seakeeper stabilizer - full options - part exchange possible.

€ 950,000 *tax paid*



AZIMUT 47

2008 - 2 x 575 hp CAT - very well equipped - crew cabin - water maker - leasing.

€ 380,000 *tax paid*



AZIMUT 53

2012 - 2 x 730 hp MAN - 130 hours - hard top - full options - part exchange possible.

€ 890,000 *tax paid*



AZIMUT 55 Evolution

2007 - 2 x 715hp CAT - Low hours - Seakeeper stabilizer - Water maker - Immaculate condition.

€ 590,000 *tax paid*



ATLANTIS 58

2012 - 2 x 1000 hp MAN - 3 cabins + crew - bow and stern thrusters - water maker.

€ 880,000 *tax paid*



AZIMUT 68 Evolution

2007 - 2 x 1360 hp MAN - 4 cabins + crew - 12 months warranty included.

€ 890,000 *ex VAT*



AZIMUT 70

New - 2 x 1,360 hp Man. - 4 cabins + crew - hard-top - Seakeeper stabilisers - hydraulic aft platform.

Contact us



AZIMUT 76 Magellano

New - 2 x 1,000 hp Man. - 4 cabins + crew - Seakeeper stabilisers - amazing exterior and interior volume.

Contact us



AZIMUT 86S

2014 - 2 x 2200 hp MTU - Hamilton Jet version - 4 cabins + crew - Grey metallic hull - garage for fender and jet - Available now for the season.

€ 4,330,000 *ex VAT*



FAIRLINE Squadron 58

2011 - 2 x 900 hp Volvo - 180 hours - 3 cabins + crew - hydraulic aft platform - immaculate condition - berth possible.

€ 780,000 *tax paid*



FERRETTI 630

2006 - 2 x 1,224 hp Man - 3 cabins + crew - full electronics - MCA - bimini.

€ 695,000 *ex VAT*



PRINCESS V42

2008 - 2 x 370hp Volvo - generator - air cond. - covers.

€ 230,000 *tax paid*



ATLANTIS 43

New for 2015 - 2 x D6 Volvo 400 hp - 2 cabins.

Price upon request.

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PRINCESS 42 - £299,950



2007 (commissioned 2008), 2 x Volvo D6 435Hp, 4 berths in 2 cabins, 2 x toilets & showers, Boat Safety Certificate. Spec: shore power, battery charger, generator, holding tank, hot air heating, full navigation equipment, bow thruster and much more. Beautifully finished in natural light cherry. Well worth a look, a real head turner!

**CONTACT NYA BRUNDALL - NYB1864 - P/EX POSSIBLE
SEALINE S42 - £159,950**



Twin Volvo D6 310HP Diesel Engines. 7 berths in 2 cabins with 2 heads and showers. Bow thruster, Reverse cycle air conditioning, Teak laid cockpit, Navigation equipment, Passerelle and dinghy crane. Quality cruising could not be easier with this beautiful boat from a world renowned manufacturer.

**CONTACT NYA HORNING - NYH1688 - P/EX POSSIBLE
BROOM 41 - £139,950**



1993, 2 x Volvo TAMD71 380hp - The Broom 41 provides exceptional accommodation for longer stays on-board via 2 spacious cabins with an island berth and en-suite in the aft master cabin. Very good spec which includes auto pilot, plotter, VHF, bow thruster, heating, large cockpit (great for entertaining) and full teak decks. New BSSC until March 2019. Just had a full polish and antifoul - ready to go for the new season. A robust and beautifully built motor cruiser.

LYING NYA BRUNDALL - NYB1937 - P/EX POSSIBLE

HAINES 31 SEDAN - £99,950



2005, 1 x Nanni 62Hp diesel engine, 2 berths, 1 x toilet & shower, Boat Safety Certificate. Spec including: blue hull, Eberspacher Hydronic heating system, bow & stern thrusters, shore power, battery charger and much more. A well cared for example with the added benefit of a high spec.

NYA STOCK - FULLY PREPARED BY OUR SERVICE CENTRE.

LYING NYA BRUNDALL - NYH1877 - P/EX POSSIBLE

NEW HAINES 360 - £231,750



August 2015 delivery available. A bespoke built boat delivering a twin statesroom layout and offering a range of engine and layout options. A fully customisable craft coming complete with standard Avonite galley work tops, holding tank and diverter valve, immersion heater and much more! Superior build quality from a renowned manufacturer. Prices starting from £225,000 inc VAT.

**CONTACT NYA BRUNDALL - NYH1861 - P/EX POSSIBLE
WESTWOOD 38 - £149,950**



2007 (commissioned 2008), 1 x Yanmar 6LPA-STP 315hp diesel engine, 8 berths, 2 x electric toilets & showers. Cherry interior finish with a stunning blue hull. Massive spec including: bow & stern thrusters, 40 amp battery charger, generator, electric hob and oven, hot air heating, inverter, VHF and Lowrance GPS plotter! Couple this with a powered radar arch and a fully protected prop and you have a fantastic cruiser which is beautifully suited for the European canals, with the ability to get there under her own steam! Just been antifouled and hull polish ready for the new season.

LYING NYA BRUNDALL - NYB1695 - P/EX POSSIBLE

SEALINE F37 - £129,950



Built 2004 - 2x Volvo KAMD300/ EDC (shaft driven). Comfortable 6 berth cruiser which includes a spacious forward master cabin with a double berth and en-suite. The flybridge and cockpit offers fantastic social space on a teak laid deck. Great spec which includes: heating, hot and cold water, inverter, chart plotter, VHF, bow thruster, superb condition throughout.

LYING NYA BRUNDALL - NYB1143 - P/EX POSSIBLE

BROOM 36 - £97,500



1993, with twin Mercruiser D 254 Turbo AC 220Hp diesel engines. 4 berths with 2 toilets holding tank and 2 showers. Full teak decks, Hot air heating system, Stainless steel davits, Folding radar arch, Shore power, Bow thruster, Radar, GPS, BSSC until 2017. A supremely versatile cruiser with an excellent reputation for comfortable cruising.

LYING NYA BRUNDALL - NYB1354 - P/EX POSSIBLE

NEW HAINES 32 OFFSHORE - £211,752



Display boat. Available for viewing at NYA Brundall. Exquisitely finished in Walnut throughout, including Avonite galley work tops & synthetic teak cockpit/bathing platform. Powered by a single Nanni 270Hp diesel engine on a single shaft; handling beautifully at sea and at slow speeds on the rivers. A well thought out & designed cruiser, displaying the usual high quality finish from Haines. Prices starting from: £173,800 inc VAT.

**LYING NYA BRUNDALL - NYB1859 - P/EX POSSIBLE
WESTBOAT 34 - £144,950**



2014 (NEW), 1 x Nanni 115Hp diesel engine, 6 berths in 2 cabins (2 double berths in cabins and double berth in saloon), 2 x toilets & showers. Spec inc: shore power, battery charger, hot air heating system, holding tank, folding radar arch, 2KW inverter, bow thruster, hot water system with immersion and more. Lots of space for 34ft! A rare opportunity to purchase this new boat at a very appealing price!

**LYING NYA BRUNDALL - NYB1841 - P/EX POSSIBLE
SEALINE F34 - £119,950**



2008 - Twin Volvo D4 225hp. 6 well designed berths. Toilet/shower, bow thruster, Raymarine E80 chart plotter, Raymarine Auto-pilot, Raymarine 240E VHF, Webasto heating, BSC 2016, teak cockpit, clever Sealine extending cockpit system offering a much bigger cockpit space. The F34 delivers excellent accommodation for a 34ft boat. In beautiful condition. NYA stock fully prepared by our Service Centre

**LYING NYA BRUNDALL - NYB1963 - P/EX POSSIBLE
SILVERLINE 40 - £79,950**



2006 single Nanni 4.200HE diesel engine. 6 berths, two toilets/showers, full galley, Webasto heating, shore power, bow and stern thrusters, electric roof, battery charger, immersion, electric anchor winch. A very clean and well maintained cruiser with two en-suite cabins. In private ownership from new.

LYING NYA HORNING - NYH1924 - P/EX POSSIBLE

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Sunseeker 28 Metre (2013)

This beautiful 2013 Sunseeker 28 Metre Yacht "Spontaneous" was custom built for a very experienced yacht owner. There is accommodation for eight guests in four very spacious cabins all with en-suite and there are 2 crew cabins. The specification is of very high standard and includes numerous upgrades. The interior is finished in black American gloss walnut and Oyster leather upholstery.

Full detailed specification available on request.

€4,995,000.00 EURO Ex Tax

Lying: Spain



Fairline Phantom 40 (2004)

Twin Volvo Penta TAMD 63, two cabins, bowthruster; radar; autopilot.

€175,000 EURO Tax Paid

Lying: Dublin



Fairline Squadron 70 (2009)

Twin Man V12 1360hp each, 4 cabin layout with three En Suites, air conditioning, generator; bow & stern thrusters, passerelle.

€895,000 EURO Ex Tax

Lying: Spain



Fairline Targa 64 (2007)

Twin Man V10 1100hp each, three cabin layout with two En Suites, electric hard top, air conditioning, generator; bow and stern thrusters.

€525,000 EURO Ex Tax

Lying: Spain



Fairline Squadron 55 (2001)

Twin Volvo Penta 615 hp engines, 6 berths in 3 cabins with 2 en-suites, generator; bow thruster; passerelle, Raymarine electronics.

£229,000 STG Tax Paid

Lying: UK



Jeanneau Prestige 34 (2006)

Twin Volvo Penta D4 260 diesels, accommodation for four guests in two cabins, bowthruster; shore power; raymarine electronics.

€105,00 EURO Tax Paid

Lying: Dublin



Princess 480 (1995)

Twin Volvo Penta TAMD73, 3 cabins plus crew cabin, cherrywood interior; Bowthruster; generator; Eberspacher heating, davits, radar; autopilot.

£119,000 STG Tax Paid

Lying: UK



Aquador 23 HT (2006)

Volvo D3 190hp Diesel, 2 berth cabin with separate Heads, aft canopy, log and sounder; chartplotter; trim tabs.

£43,900 STG Tax Paid

Lying: UK



Aquador 28 C (2009)

Volvo D6 370hp diesel, teak decks, bowthruster; diesel heating, electric windlass, shore power; hot water; trim tabs, chart plotter; holding tank, in pristine condition.

€99,00 EURO Tax Paid

Lying: Dublin



Jeanneau Prestige 36 (2008)

Twin Volvo Penta D4 300 Inboards, accommodation for four guests in two cabins, bowthruster; shore power; heating, raymarine electronics.

€149,00 EURO Tax Paid

Lying: Dublin



Monterey 270 (2005)

Yanmar 315hp diesel 4 berths in 2 cabins, heads with vacuum flush toilets & shower; hot water; full canopy. Just two owners from new.

£44,900 STG Tax Paid

Lying: UK



Jeanneau Leader 805 (2007)

Volvo D4 260 diesel, 4 berths plus galley and toilet shore power; chart plotter; full canopy; hot water.

€57,500 EURO Tax Paid

Lying: Dublin



Finnmaster 6100 (2006)

115hp Evinrude 2 stroke outboard. One owner from new. Always dry stacked. Good specification with road trailer. Serviced and ready to go.

£19,900 STG Tax Paid

Lying: UK



Fairline Targa 38 Open

www.bateswharf.com



Fairline Targa 30 - 2000 £69,950

- Twin Volvo Penta KAD32 diesel engines.
- Upgrade Fusion entertainment system.
- Engine management & battery monitors.
- Bow thruster.

Chertsey



Trader 535 Signature - 2002 £315,000

- Twin Caterpillar 3196 660hp diesel engines.
- Almak Reku Hydraulic Passerelle.
- Al-fresco aft deck.
- Hydraulic steering/thrusters.

Eastbourne



Sessa C35 - 2008 £120,000

- Twin Volvo Penta D4 DP 260hp • Ebeschacher heating
- Raymarine GPS C80/VHF 240
- Ebeschacher Ducted Heating to all Cabins & Cockpit.
- Yamaha 240s Dinghy/2.5hp O/B

Spain



Sessa C32 - 2012 **REDUCED** £159,950

- Twin Volvo D3 - 200 DP-S 440hp.
- Circa 100hrs • Two owners from new.
- Last serviced & antifouled June 2014.

Poole



Hustler Cheetah - 2014 £160,000 ex VAT

- Mercury Racing Bravo XR 520hp.
- One owner from new. • Launched June 2014.
- Comes with twin axel American trailer.

Chertsey



Sessa Oyster 30 - 2003 £79,950

- Twin Volvo Penta KAD32 diesel engines.
- Eberspacher heating. • Bow thruster.
- Raymarine C70, GPS, DSM & VHF 240E.

Chertsey



Sessa C35 - 2013 £249,000

- Twin Volvo Penta D4 260hp EVC DP diesel engines.
- One owner from new. • Circa 75 hours run.
- Toshiba 22" Smart TV.

Poole



Fairline Phantom 40 - 2003 £175,000

- Caterpillar 3126 420hp diesel engines.
- Circa 240hrs. • Two owners from new.
- Zodiac dinghy & Yamaha 8hp O/B.

Eastbourne



Sessa C38 - 2013 £279,500

- Twin Volvo Penta D4 300hp.
- One owner from new in 2014.
- Just 80hrs run! • High specification.

Poole



Intermare 42 - 2003 £145,000

- Twin Yanmar 6LYA diesel engines.
- One owner from new.
- Only 400 engine hrs.
- Generator with only 60hrs.

France

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2008 Corvette 320, 2 x Yanmar 315hp diesels, this one owner example is a delight inside and out, she has an extensive inventory and is ready to cruise. **£185,000**



2003 Corvette 320. This well equipped one owner example has the benefit of the twin Perkins Sabre 265hp engines and generator, asking **£149,000**



1998 Grand Banks 42 MY, 3 cabin layout, twin Cat 350's, gen, air con, hydraulic passerelle, a good array of electronics, a clean example asking **£249,000**



1988 Corvette 32, 2 x 150hp Cummins diesels, vast deck space, 2 en-suite cabins and great sea keeping, all for **£59,950**.



1982 Fairline 36 Turbo twin Volvo 235hp Diesels, she makes a great live' aboard, in good all round condition, asking **£59,950** Keen seller.



2015 D-23 Cruiser, this exciting & contemporary new model has standard spec including, shore power w/battery charger, electric winch, 2 ring hob, sink, fridge, sea toilet, double and single sun loungers, double berth cuddy cabin, 115hp Yamaha, all for **£51,670 plus vat**.



2015 D-23 Tender, a perfect modern Yacht tender, side access doors, forward seating/sun lounge with bimini enclosure, engines from 115-200hp, from **£50,200 plus VAT**.



2015 D-23, versatile walk-round runabout has easy boarding, on deck dinette/sun lounge plus a forward seating option, engines from 115-200hp, from **£43,438 plus VAT**.



2015 D-43, flagship model with 2 x double en-suite cabins with optional interior finishes, engines both inboard diesel & outboard, plus surface drives from 2 x 250hp - 2 x 575hp, from **£415,730 plus vat**.



2015 D-33, a perfect Super Yacht tender & the answer to your crew quarters needs, 1 x double + 2 x single berths, galley plus WC & Shower, twin engines from 200hp-350hp, from **£168,540 plus vat**.



2006 Stevens 1550S, Wow, this vessel is like new and boasts a massive inventory including stabilisers making her suitable for extended coastal cruising, please see website for full spec, offered at half of replacement cost **£428,000 Euros tax paid**



Stevens 1180, 1280 & 1420S aft Cabin Cruisers, choice of five, from 1998 - 2007, single & twin engine versions, from **£150,000 - £325,000**.



2001 Stevens 1480OC twin Vetus Deutz 170 hp diesels, bow & stern thrusters, gen, full electronics, 2 cabins, huge inventory, asking **£389,500 Euros tax paid**



Stevens 1120, 1200 & 1300 Aft Cabin Vlets, choice of 6 from 1999 - 2008, single & twin engine versions, from **£126,591 - £249,000 tax paid**



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2004 Pascoe SR9 Rib. Superb build, great handling, Yanmar 315hp diesel. Comes with trailer. Asking **£39,995**.

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1990 Aquanaut 1100 aft cabin w/ fly-bridge, twin 90hp Lehman diesels, spacious example w/2 x wc's, asking **£77,950, offers invited**

1998 Bounty Sovereign 30 Aft Cabin, twin helms, single diesel w/ Bow prop, low freeboard & on one level, **£66,500, offers invited**

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Trader 42, 2008, 2x Cummins 425hp **£299,950** (S. Coast)
Huge spec including air con, genny, thrusters, full RayMarine.



Princess 435, 1990, 2x Volvo TAM718 diesel, **£78,000**. (I.O.W)
Popular aft cabin and larger engines, serviced for this season.



Coronet 27, 1979, 1x Volvo AD40 diesel, **£6,950** (Thames)
Priced to sell, needs TLC, great engine. classic brand.



Sealine 450 Statesman, 1995, 2x Volvo TAM718 diesel (Spain)
New electronics, cleaned and maintained fastidiously. **£99,950**.



Holiday Boat 39', NEW, customisable catamaran cruising from **£169,000**
Hybrid & traditional power options. Customisable to suit every need.



Sea Sport 810 aft cabin, 1991, 1x Ford BMC diesel shaft drive **£17,500** (Thames)
Great classic looks. Recent new canopy & carpets. BSC & river licence.



Aquanami JetSurf board, 2015, 9.5hp jet drive. **£1,950** (Thames)
Huge saving on new price of £3,200. Amazing fun!



Sealine S37, 2002, 2x Volvo KAD300/DP (285hp) diesel **£89,950**. (SW coast)
Immaculately presented. Huge list of extras including air conditioning.



Fairline Squadron 56, 1993, 2x Man 680hp diesel **£169,950** (E Coast)
Engines overhauled, huge specification, lovely boat throughout.



Cruisers 267 Vee express, 1988, 1x Volvo 5.0Fi petrol **£14,950** (Thames)
Bow thruster, replaced engine in 2005. Spacious & accommodating.



Sealine S40 2006, 2x Volvo TAM75P (430hp) diesel. **£169,950**. (Mersey)
Great all round cruiser with 2 berth cabin and separate toilet. Boat safety certificate.



Sealine S28, 1999, 2x Volvo KAD32/DP (170hp) diesel **£59,950** (Thames)
Recently serviced & antifouled, well equipped and ready to go.



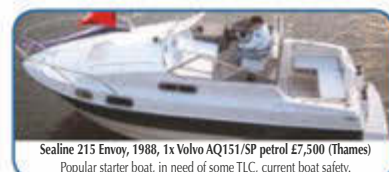
Princess 45 1991, Volvo TAM718 **£74,950** (ES) **Princess 45, 1989**, 2x Cat 435hp **£69,950**
Berth in Torrevicca available, or ship back to UK arranged



Hardy Family Pilot 20, 1988, 1x Honda 75hp, **£7,950** (Thames)
Lovely starter boat with recent BSC and river licence for 2015.



Sealine F43, 2002, 2x Volvo TAM74 (430hp) diesel **£119,950** (Greece)
Only 2 owners from new, larger EDC engines and huge extras list.



Sealine 215 Envoy, 1988, 1x Volvo AQ151/SP petrol **£7,500** (Thames)
Popular starter boat, in need of some TLC, current boat safety.

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£30,000 saving on retail price **£69,950**

Twin Suzuki 150hp outboard engines, Toilet, fridge, Cooker, Full canopy, Three years warranty.



Elan Power 37 ARRIVING AUGUST **£259,950**
BRAND NEW 2015 Twin Volvo D4 300hp Bowthrustrer
Cockpit fridge & Grill Raymarine Equipment Teak
Cockpit.



Elan Power 34 ARRIVING JULY **£214,950**
BRAND NEW 2015 Twin Volvo D4 - 260hp Bowthrustrer
Cockpit fridge & Grill Raymarine Equipment Teak
Cockpit.



Elan Power 30 prices from **£134,000**



Broom 425 **£259,950**
2008 Twin Volvo Penta 370hp Bowthrustrer Raymarine
Equipment Glomex digital Teak & Holly Flooring cream
Leather.



Sealine SC35 **£129,950**
2009 Twin Volvo Penta D4 260hp Raymarine Equipment
Bowthrustrer Glomex TV Aerial Cockpit Fridge 6 Berth.



Gobbi 345 **£89,950**
2006 Twin Volvo Penta D4 260hp 6 Berth Glomex TV
Aerial Polished, Antifouled & Serviced 3 Months War-
ranty



Broom 38 **£122,500**
1999 Twin Sabre 1350hp Portable Generator Paserel
Dinghy & Outboard Satellite Dome 6 Berths.



Kempala Kruiser **£49,950**
1989 - Volvo Penta Engine - 65hp - Bowthrustrer - Warm
Air Heating - 6 Berth - Davits.



Merry Fisher 755 **£39,950**
2013 - Yamaha four stroke - 150hp - 4 berths - VHF -
Plotter - Sliding Wheelhouse Roof.



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Lying: Scotland (Clyde)
£599,000 (VAT Paid)

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EXPLORER 50 Sedan

2013/2014 Boatshow Model
£575,000 (Ex TAX)

2013 Build with demonstration hours only. Presented as new with full warranties and beautiful cruising specification. Superb bespoke classic interior with Cummins diesels on shafts and Onan generator - ready to cruise for 2015.



EXPLORER 40 Sedan

Lying: Northern Europe
£345,000 (Ex TAX)

Built/Commissioned 2013/2014 and used for demonstration only, full warranties for first owner. A genuine classic displacement trawler, single Cummins 380 shaft diesel bow & stern thrusters, generator, dinette saloon, twin cabin. Beautiful!



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A fine example of the popular Fairline Phantom 40, held in high regard by boat owners and industry alike. The design combines the practicality needed for serious long distance cruising with the comfort and spaciousness to provide privacy and sociability for two couples. Beautifully maintained and well presented, the owners are downsizing due to lack of time. 2014 survey report is available upon request. Lying Chatham.

Fairline Phantom 40

2005



£169,500

call 01634 571 605



MARQUES OF INTELLIGENCE



NEW PEARL 75 £2,737,600 ex VAT AVAILABLE FOR JUNE 2015 DELIVERY

This new Pearl 75 is powered by twin MTU 1250 HP engines coupled to ZF Pod drives allowing joystick manoeuvrability. A spectacular Kelly Hoppen interior design and a full specification including tender/jet ski garage, hydraulic bathing platform, air conditioning, crew cabin etc, make this an exceptional opportunity for this Summer season.

Call for more info



INTERIOR DESIGN BY
KELLY HOPPEN MBE



PEARL 65 £1,295,000 ex VAT (DEMONSTRATOR) IMMEDIATELY AVAILABLE

This ex demo Pearl 65 (as featured in MB&Y February 2015) is powered by triple Cummins 600HP engines coupled to Zeus pods allowing joystick manoeuvrability and a 30 knots maximum speed. The Kelly Hoppen interior design incorporates the galley aft layout and with a full Med specification this vessel is ready to enjoy!

Call for more info



INTERIOR DESIGN BY
KELLY HOPPEN MBE



CRAFT FOR SALE

Fairline Turbo 36. Jemana is the last model of this well regarded and highly sea worthy flybridge cruiser with six berths across three cabins. She has been extensively refurbished and modernised inside and out in the last few years, and is currently winterised out of the water at Chichester Marina.



Control equipment: New Morse EC (electronic) controls on both helm positions, new bow thruster, all new navigation equipment incl Raymarine Radar, colour chart plotter with radar overlay, auto pilot, new radio equipment & EPIRB GPS positioning beacon.

Engines: New exhaust elbows, gearbox seals, and fuel injectors, making the two 306bhp Volvo diesel engines much sharper; new gate valve sea cocks and pumps. New prop shaft seals, anodes and fire extinguisher system. New batteries and charging system. Improved and enlarged access to the engine bay.

Interior: Totally re-upholstered and re-carpeted interior in all areas. New plumbing and pumps installed in the two showers and loos. New warm air central heating system, radio, CD & MP3 system.

Exterior: Refurbished upper helm position with new double flybridge helm seat with spray hood, and all weather cover. Additional instruments installed at the upper helm station incl. oil pressure and water temp gauges.

The engines and hull on this restored and modernised Fairline Turbo 36 have been regularly serviced and maintained and not surprisingly she is in lovely condition.

Summary Specification:

Engines: 2 x Volvo Diesel TAMD61A 306bhp. Hours: 790, 790
Cruising Speed: 24 knots Max Speed: 28 knots
Dimensions: LOA: 39 ft 11 in Beam: 13 ft 4 in Max Draft: 3 ft 4 in
Displacement: 19,040 lbs

Additional Information available on request incl. many other photographs. **Price £85,000**
Contact Peter Seldon on 07770 306840 to arrange a viewing, and sea trial for serious purchasers.



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I'LL NEVER FORGET THE DAY... Huge seas caused havoc on my 21st birthday

STEVE ZDRAVCO: *This Aussie got more than he bargained for when rough seas interfered with his big birthday plans*

Most people remember their 21st birthday and I'm no exception. However, instead of falling out of a nightclub after a big night out as is expected of such a celebration, I ended up fearing for my life on what turned out to be one of the most frightening passages I've ever had the displeasure to experience.

It was November 2006 and my birthday celebrations were due to begin in the afternoon at Darling Harbour in Sydney. We'd booked a berth there and various friends and family were set to meet us at the marina. At the time my family's boat, a Sunseeker Predator 68, was based in Port Botany a few miles along the coast, so I'd planned a leisurely morning cruise over to Darling Harbour.

The passage was only half an hour at our usual cruising speed of 18-21 knots and my three cousins, none of whom had been on a boat before, were very excited by the prospect of such a fun start to the day.

The day in question turned out to be a particularly cloudy one with wind speeds of over 20 knots. Despite the choppy conditions we decided to press ahead with the passage; after all, we had a big boat and were confident of its and our ability to cope.

It wasn't until we approached the mouth of Port Botany and saw the swell that our jaws dropped. Three and a half metre waves were coming straight for us!

We pressed on regardless but even doing 6 knots the boat was struggling to cut through the rising waves. My cousins were holding on to the grabrails for dear life – as the Predator was too large to take the swell at speed we rolled over and over each and every wave to nauseating effect.

In no time all three of my cousins had their heads hanging over the side, struck down by severe seasickness. This proved particularly messy with a rolling boat! Spray was flying over the top, soaking everything as we rose and fell with the swell.

I was adamant we continue, so a couple of us disappeared down below to secure everything.

In calmer times, the Sunseeker Predator 68



Every time the 25-tonne yacht would slam down, taps would turn on, chairs would go flying and something would smash

Plates and glasses were smashing all around us and the sunroof swung up and down with the roll of the waves. All I could see through the hull windows were monstrous waves; the horizon was all but lost. Climbing the peaks was one thing, but surfing down into the troughs was scary as hell. Every time the 25-tonne yacht would slam down, taps would turn on, chairs would go flying and something would smash.

After almost two hours of motoring we could finally see the bay. Though the water was slightly calmer by the time we pulled up in Sydney Harbour, our bodies were still shaking. It also became apparent as we approached our berth that our bow thruster had given

up the ghost, but if that was the only serious casualty of the day I would be mightily relieved!

Friends and family had started to arrive in the marina just in time to see us stepping on to the pontoon with trembling sea legs. We hardly felt like celebrating after the morning we'd had, but we were certainly ready for a drink so everyone put on a brave face and joined the party. Everyone loved the story of me turning 21 while holding on to the grabrails for dear life, and it's since become a family favourite. Certainly a 21st birthday to remember!

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